

BAPS Motor Speedway 2024 Rules/Procedures

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2024 BAPS Motor 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 officials.
4. No crew members are permitted around the scales when weighing cars. Disqualification may occur per track officials.
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 maybe 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 your race, get it out on the 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 the track automatically falls in at the rear of the 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 the 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 the pits until all 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 the 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 during racing activities.
14. No one is allowed to ride in or on a racecar 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 results 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.
18. There will be no harassment of officials, tow truck operators, safety crews or ambulance crews. Anyone striking or threatening an official with bodily harm will be suspended permanently.
19. Any driver involved in a red flag accident must be checked by the ambulance crew.
20. Drivers may not get out of their race cars on the track, except in emergencies. Drivers getting out of their car are done for the night and the following week. Drivers getting out to fight will receive a fine and/or suspension.
21. Any crew person going to the announcer's booth causing a disturbance will cause the car they are with to risk disciplinary action. Once again, the driver is responsible for the crew.
22. No infield running. Drivers coming off of the infield causing an accident will be disciplined.

23. Drivers & teams are responsible for conduct regarding social media towards the BAPS Motor Speedway, track officials, and/or divisions. Actions can result in possible suspension, point loss, and/or probation and will be determined by management.
24. Anything not covered in the rulebook is subject to the official's discretion because it is not addressed, do not assume it's legal.
25. 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 two 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.
26. Flashlights, glow sticks, anything electrical and/or two-way radio communication or any electric communication with drivers will not be permitted.
27. Highly recommended that race cars have on board fire extinguishers or suppression systems.
28. Highly recommended that all race car trailers have fire extinguishers located at an easily accessible location.
29. Cars that exit the Turn 2 ramp under their own power from the racetrack will be disqualified for that event. The only exceptions would be unless they were told by the race director or being towed/pushed by speedway officials.
30. Any competitor and/or crew member who 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.
31. Any competitor and/or crew member who verbally abuses any event official, event staff, and/or employee of BAPS Motor 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.
32. Any competitor and/or crew member who 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 = \$1,000.
33. 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.
34. Any competitor who fails to quickly stop for a red flag or drives through the incident area will be subject to a two 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.
35. 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.
36. 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.

37. 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 drivers 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 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. Initial starts will take place within a designated area that will be identified at the drivers meeting. Drivers out of line or jumping the start before the start of the race will receive a warning. The second offense, the driver will be penalized and will be moved back one row.** Restarts will take place within a designated area that will be identified at the drivers meeting. Any car out of line and/or passing before this point on a restart will be penalized two 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 two 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 and must maintain that line until the start or restart occurs. Failure to do so will result in a two-position penalty.
- e. **In the event the race is not properly started by the two front row cars, the responsible car(s) will be moved to the second row. Car(s) will receive a warning the first time. Failure to acknowledge and comply on the ensuing restart will result in the car(s) moving back a 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.

38. Single File Starts

- a. After the initial lap is complete, the follow divisions will use single file restarts for all restarts: Late Models, Legends, 410 Sprint Cars, 358 Sprint Cars.
- b. A restart cone will be placed on the front straightaway. Cars will assemble in a single file running order.
- c. All cars must pass to the right of the restart cone in a single file, nose-to-tail manner.
- d. 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 after the next change of flag or at the end of the race, whichever comes first. Any car in the last two running positions of the restart that commits an offense will be allowed to restart but will be penalized two finishing positions. If there are multiple violations, the car may be disqualified from the event.

39. Double-File Restarts

- a. After the initial lap is complete, the following lap until the final ten laps will use double-file restarts for the following divisions: Super Sportsman, Extreme Stocks, 602 Crate Sportsman.

- b. Under yellow-flag conditions the field initially goes to a single-file grid. Once the running order has been established and the field is set, the race leader will choose either the inside or outside lane. The field will then be signaled to realign double file. The grid must remain double-file and nose-to-tail until the race is started in the designated starting 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.
- c. Restarts will be double file up until the final ten laps of the feature. 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 circumstances that require such a change and/or alteration.

40. 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 drivers 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 racetrack officials, any car that is involved in two single car spins that are unaided may be disqualified from the event. If the car spins unaided for the third time, it will result in an automatic disqualification from the rest of the night.
- e. **Per the originally posted lineup, if one or more cars fail to start or are involved in a crash before one lap is completed, we will crisscross. We will continue to crisscross when lining up double file.**
- f. At the discretion of track officials, any car that intentionally brings out a caution period will be disqualified from the event.
- g. 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 and scoring, that race will be restarted and run the scheduled number of laps. **Under certain conditions, at the discretion of track officials, and/or in the safety of the track this may change due to weather, timing, and/or township rules.**
- h. If a race is red flagged due to weather conditions and cars are sent to the pits, then all work including tire changes are permitted.
- i. 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.
- j. 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.
- k. **Time Limits**
 - i. **The following time limits will be implemented:**
 - 1. **10 minutes for all heat races**
 - 2. **45 minutes for Super Sportsman Features**
 - 3. **30 minutes for Late Models, 602 Crate Sportsman, Extreme Stocks, and Legends features.**
 - ii. **If the division is not listed here, the race director will announce the time limit at the drivers meeting. For special events with extended laps, the time limit will be announced at the drivers meeting.**

- iii. The above time limits will be implemented no matter how many laps are complete.
- iv. Red flag time will not count until the halfway point is reached. Once the halfway point is reached, red flag time will count towards the overall time.

- l. 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).
- m. 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.
- n. 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.
- o. Duplicate cars with the same numbers will require a letter next to the number on both side boards. The letter will need to be big enough for scorers and track officials to score. Failure to do so will result in that car not being scored for that said event.

41. Red Flag

- a. All red flags are considered closed red flags unless track officials determine 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.
- b. 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 stopped 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.
- c. 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.
- d. During the red flag situation, all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by track officials.
- e. 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 starting 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.
- f. If the race is red flagged due to inclement weather conditions, work and tire changes will be permitted.
- g. CLOSED RED: The track will be closed. Crew members will not be permitted on the racetrack and/or to their racecars.
- h. 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 racecar. When the race director determines that the racing may resume, an air horn designating the start of a two-minute work period will be sounded. At one-minute remaining, the air horn will be sounded twice. At the end of the two-minute period the horn will be sounded, officially ending the work period. Crews must be clear of their car when the two-minute period has expired or be penalized two running positions. Last row cars violating this procedure will be penalized two 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.

42. Weighing/Scales

- a. All cars will weigh 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.
- b. The winner must weigh prior to any winner's circle interview or presentation.
- c. 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.
- d. The scales used for the event, provided by the series or the track, will be considered the official scales for the event.
- e. Scales will be available for any team to verify its car weight as determined by the official scales for that event.
- f. 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.
- g. At the scales the car must present themselves directly on to the scales. The figure shown is the official weight for that car.
- h. Officials will allow a car to re-scale one time by backing off the scale and pulling back on. Reading of the second attempt will become the entered weight.
- i. If at the scales the car fails to meet the minimum weight, the following penalties apply:
 - i. Time Trials: The car forfeits the earned time trial and must start last in their heat race.
 - ii. Heat Race: Car is penalized for that event but remains eligible for the next qualifying race.
 - iii. Preliminary Mains, LCS, and Feature: Car and driver will be scored in the last finishing position of the race.

43. Fuel

- a. 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.
- b. 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.
- c. Any and all fuel that tests cloudy, does not smell proper, or fails to meet specific gravity standard will be deemed illegal and will not be permitted to run. The base fuel for testing will be the track fuel. No exceptions.

44. Traction Control Devices

- a. Traction control devices of any type are not permitted at any time, during any event.
- b. 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.

45. 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.

46. Protests

- a. 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 minutes after the completion of the event.
 - b. Each protest shall be accompanied by a \$750 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.
 - c. The track official will decide whether the matter is valid and if so will decide as promptly as possible and will inform all 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 taking no action.
 - d. 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.
47. Any car may be checked for engine, chassis, oil, fuel, tires, wheels, rear ends, or sound legality at any time by a BAPS Motor Speedway technical inspector or official. Upon entering a car for BAPS Motor Speedway competition, the driver (and possibly the owner) is responsible for the legality of their car and will suffer all penalties resulting with the car violating these rules. Refusal to submit a car, engine, or parts for inspection or measurement upon the request of a BAPS Motor Speedway technical inspector will result in an immediate disqualification and possible suspension by BAPS Motor Speedway management.

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

Enforcement of Specification Rules: All BAPS Motor Speedway approved weighing, measuring, and testing devices used by the BAPS Motor Speedway technical inspector are the standards that will determine compliance with the rules and regulations. A competitor's equipment, gauge, or instrument will have no bearing on the enforcement of these rules.

Impounding – BAPS Motor Speedway officials reserve the right to impound any racecar or remove any component on a racecar (including the engine) at any time.

Confiscation of illegal or unauthorized components – The use of illegal or unauthorized components on racecar will result in the confiscation of the said components. These components will then become the property of BAPS Motor Speedway and will not be returned. Failure to surrender the illegal parts will lead to a minimum two-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.

Any competitor who refuses tech will automatically be disqualified and will be scored last in that event. The competitor will also forfeit his/her earnings and points on that race night.

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.

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).

Any and all fuel that tests cloudy, does not smell proper, or fails to meet specific gravity standard will be deemed illegal and will not be permitted to run. The base fuel for testing will be the track fuel. No exceptions.

48. 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.
49. Equipment & Apparel for All Drivers: No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulation. 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 to provided herein and any other rule, the safety provision shall take precedence.
- a. 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.

- b. 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 race car (no exceptions).
- c. 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.
- d. Neck Collars: All drivers under the age of 15 must wear a neck collar anytime he/she is on the track for slow laps, practice, or racing conditions. Neck collars are highly recommended for all other drivers.
- e. Racing Harness: All cars must have a BAPS Motor Speedway approved type of five-point racing harness 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 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.
 - i. Three-inch harness recommended, Two-inch dog bone style with a HANS device is acceptable.
- f. Other Suggested Equipment/Apparel: Some of these items are not required, but they are all highly recommended.
 - i. Flame retardant racing gloves, underwear, socks, and shoes.
 - ii. Head sock (balaclava) and knee pads.
 - iii. Steering wheel "nose pad" and roll bar padding.
 - iv. Arm restraints and helmet restraint on the seat.
 - v. Safety wire on hood and trunk dzus buttons and other nuts and bolts throughout the car.
 - vi. Interior door pads, tunnel pads, and other upholstery.
- g. Radios: One-way or two-way communication radios are not permitted with the exception of the mandatory track Raceceiver radio on the track's designated frequency only (Channel 0000).

50. Transponder Locations

Division	Location
Super Sportsman	Transponder must be located in front of the left rear axle above where the box tubing and cage meet.
Late Models	Transponder location must be mounted at the rear motor plate.

Extreme Stocks	Transponder should be mounted from the right-side ball joint up to 8-inches forward.
602 Crate Sportsman	Transponders must be mounted on the right side no less than 24 inches behind the rear axle centerline at a height of 12 to 18 inches from the ground.

51. Posted at the pit shack during sign in and on lineup boards: Payouts are only paid until 30 minutes after the final checkered flag on race nights. Payouts must be picked up and will not be mailed.

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, however payout for the place is frozen and will not be adjusted if tech results in a change in the race finish.

52. Point Standings

- a. 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 top 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.

53. Back Up Car

- a. A backup car may be introduced at any time between hot laps and the start of the A-feature due to the original car not operating properly and/or from extensive damage. Such determination will be the sole discretion of the track officials. Once a car has been withdrawn from an event, that car will not be allowed to be resubmitted to competition during that event. A backup car may be obtained from any source and does not have to be part of a team's original equipment.
- b. If a driver is qualified for the feature and goes to a backup car, that driver will start last in the feature.
- c. Backup car must be qualified too.

2024 Super Sportsman Rules

1. Driver driveline protection should include items such as driveline hoops, driveline web slings, butler bags or other device for foot and lower leg protection at the torque ball. It is mandatory for all cars to have protection equipment around the torque ball on driveline.
2. No carbon fiber or titanium drivelines are allowed. Driveline disassembly may be required.
3. Quick change rears optional with steel axle or Winters aluminum spec rear axle. Sprint Car aluminum rear axles optional with a maximum tuber opening of 1.90 inches. Knock off optional.
4. All cars must be equipped with an approved style of quick release safety belt, shoulder harness, and anti-sub belt. All safety belts must be anchored to the frame. Shoulder harness must be fastened to the bracing bars and loop over a bar at shoulder height.
 - a. Racing Harness: All cars must have a BAPS Motor Speedway approved type of five-point racing harness (minimum two inches 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 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. Three-inch harness recommended. Two-inch dog bone style with a HANS device is acceptable.
5. Brakes: Brakes must be in good working condition at all times including in the pit area and on the racing surface. Inboard rear brake is legal, steel rotor only, no titanium rotor or hub. Left rear or right rear brake is optional. Dual piston calipers on any rear brake. Front brakes may be single piston calipers with aluminum rotors allowed. No titanium or carbon fiber rotors allowed.
6. The steering must be safe and meet approval of the technical committee. Power steering is allowed. No adjustable wing ram that is controlled by power steering is permitted. Knee protection mandatory, aluminum wrap around style with padding is recommended. Steel rod ends required on drag link. Tethers are mandatory.
7. Recommend minimum 1/8-inch floor pan, preferably steel; or reinforce existing aluminum pans with a second layer.
8. **Fire retardant driver's uniforms and Nomex gloves plus arm restraints are recommended at all times when drivers are in the car on the racetrack. High back seats are recommended.**
9. Rock screens are mandatory. Recommend two-inch square rock guard with side wings.
10. No electronic bleeders allowed at any time.
11. No driver adjustable shocks. No thru-rod shocks or electronic shocks are allowed at any time.
12. No carbon fiber parts including torque tubes, brake rotors, radius rods, steering components, and/or driveline will be allowed.
13. Wheels
 - a. Maximum right rear wheel width of 18-inches excluding bead lock. Maximum left rear wheel width of 15-inches excluding bead lock. Steel and/or aluminum wheels permitted. No plastic or carbon fiber wheels.
 - b. Both three and five mounting point wheel covers will be allowed for competition under the following conditions

- c. Wheel covers having a minimum of five attachment points may continue to use dzus fasteners. Said dzus fasteners must be made of steel only.
 - d. Wheel covers having three attachment points must be bolted on at all three points utilizing a minimum 5/16-inch, flanged steel bolts and an approved fastening (nut assembly) system.
 - e. No titanium wheel covers will be allowed.
14. Seats: Aluminum and/or carbon fiber containment seats will be permitted. All seats must be mounted to the frame as required by the seat and chassis manufacturer. All seats must be installed and used in accordance with the manufacture instructions. We recommend the following SFI 39.2 specifications:
- a. The following seats have currently been approved for competition:
 - i. Butlerbuilt – Advantage EZ Series BBP-1308-02 ProSprint
 - ii. The Joie of Seating – SPR01, Full Custom, DL-SS-2014 Sprint Custom
 - iii. Richardson – R39, R39 Deluxe
 - iv. Fiberworks – SCS
 - v. Kirkey – 69, 69 Sprint, 79, 79 Sprint
 - vi. UltraShield – VS Halo-72000, 7200000, 75000, and 8000 series.
 - vii. Race Tech Sprint
 - viii. Others subject to tech inspector’s approval.
 - b. The driver’s left side head rest/helmet surround must extend at least 4-inches forward from the back of the headrest (where the helmet contacts the back of the headrest). All areas surrounding the head should have padding.
15. Chassis Specifications
- a. Roll Bars: Suggested material: 4130 normalized
 - b. Top Rails: 1 ½ x .095
 - c. Bottom Rails: 1 3/8 x .095 or 1 ½ x .083
 - d. Roll Cage Upright: 1 3/8 x .083
 - e. Cage top cross members: 1 ½ x .095
 - f. Upper Rails: 1 3/8 x .083
 - g. Engine can be no closer to the center of the rear axle than 44.5 inches.
 - h. Any questions, call before you build or buy.
 - i. Side and top cockpit intrusion safety bars: Highly recommended that frames have side and top intrusion safety bars. Top intrusion bars would be “halo” style. Side intrusion bars would be the “eagle style” kick out vertical or horizontal bars. Recommended style vertical bars intersect cage top rail **10 x 21** inches back of front upright and coincide with the halo if installed. Recommended minimum thickness 1 ¼-inch x 0.83-inch for vertical intrusion and halo bars, sissy bars should be a minimum of 1-inch x 0.95 wall.
 - i. Frame rails must be 2 x 4-inch rectangular tubing with a minimum wall thickness of .083. Box tubing must tie into rear roll cage and extend from rear of cage towards the front of chassis and be a minimum of 58-inches in length at the shortest point. Box tubing must have a minimum of 30-inches outside at the rear where it meets the roll bar.
 - ii. Tech officials have the option to disallow any car repaired in an unsafe manner.
 - iii. The wheelbase may not be less than 90-inches on the left side.
 - iv. Weight jacks permitted.
 - v. Drag links must be made of 4130 steel a minimum of one-inch in diameter and a minimum material thickness of .058 inches. Tie rod and left front radius rod must be 4130 steel which magnetic steel rod ends. Swaging of the tubing for tie rod and drag link will not be permitted. The drag links must be tethered to the frame with a minimum of one-inch nylon webbing.

- vi. Hollow and/or drilled bolts, fasteners, and/or heim joints (rod ends) will not be permitted.
- vii. Front axles must be made of steel only. The minimum front axle size will be 2 3/8-inch diameter x .095-inch material thickness or 2 ¼-inch diameter x .120-inch material thickness.
- viii. Titanium nerf bars and/or rear bumpers will not be permitted. Nerf bars and rear bumpers must be made from magnetic steel and/or stainless steel. The bumpers must be a minimum of one-inch in diameter and have a minimum material thickness of .065-inches. The nerf bars must not extend past the outside edges of tires.
 - 1. All left and right side nerf bars must attach to the chassis at three points. Two-point side nerf hoops will no longer be allowed.
 - 2. The front bumper must not extend more than eight-inches from the frame and/or the measurement from the center of the front axle to the front of the front bumper must not exceed 23.5-inches.
 - 3. It is highly recommended that a rear “basket” style rear bumper is run on the race car.
 - 4. Must be mounted with nuts and bolts.
- ix. Torsion arm stops will be mandatory on both sides of the front and rear torsion bars. The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other approved torsion arm stop design. Torsion arm stops must be installed and used in accordance with the manufacturer’s instructions. The following torsion bar stops have been approved for competition:
 - 1. Moose Block 1200 Retainer Kit
 - 2. All Star Performance All Star 10730 Retainer
 - 3. Maring Safety Retainer
 - 4. ButlerBuilt Mandrel
 - 5. KKR Groove and Clip
 - 6. Kaeding Clip
 - 7. All Thread
 - 8. DMI T-REX (Torsion Retainer Express System)
 - 9. Schroeder Part Number: “bars” (For Schroeder bars with relief ends)
 - 10. Schroeder Part Number: “rwlar” (Wedge lock)
 - 11. The approved torsion arm stop may be revised time-to-time with additional approvals and/or other changes to the approved list.
- x. **Weight Rule:**
 - 1. **Minimum weight is 1725 pounds, no tolerance.**

16. Body Rules

- a. Only standard type Sprint Car bodies, tails, and hoods will be permitted.
- b. Sheet metal hoods are at tech official’s discretion.
- c. Side foils, rudders, and/or panels that extend beyond the rear of the cage support bars will not be permitted.
- d. Nose pieces and/or the top portions of the hood must not extend forward of the leading edge of the front torsion tube or similar position on a coil-over car. Torsion tubes must be positioned in what is considered a conventional location. The hood side paneling or other side body pieces must not extend forward of and/or below the front axle.
- e. Sunshields that restrict the driver’s vision at the discretion of officials.

- f. Wedges and/or foils underneath the racecar will not be permitted.
- g. Pieces that are added to the basic frame to resemble, imitate, and/or be specifically designed to deflect, trap, and/or perform a pattern for air to travel in a directed manner, except for those used to cool and/or protect the engine and the brake system will not be permitted.
- h. Mirrors of any kind, whether attached to the racecar and/or the driver will not be permitted.
- i. The driver's right-side opening must be minimum 10-inch vertical opening at any point and a minimum 21-inch horizontal opening at any point.

17. Wing Rules

- a. Wing must meet approval of tech committee – No Front Wing
- b. Top Wing: Center foil maximum size 16 square feet. Center foil must be square or rectangular in shape with all four corners set at 90-degree angles with no variance or "cut-outs" allowed. Center foil top may be dished not to exceed 2 ½-inches at any point when measured from the top of the center foil's leading edge to the bottom of the wicker bill's leading edge.
- c. Center foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- d. Bi-wings are prohibited.
- e. Side panel must cover wing core.
- f. Single plane wings only.
- g. Maximum two-inch removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. Maximum dimension of wicker bill may change periodically.
- h. Wing may not be adjusted in any way while car is in competition.
- i. No foils or rutters will be permitted anywhere on the top wing.
- j. Wing may not extend beyond outside edge of rear tires. Top wing front posts may not be more than 15-inches off roll cage. No tolerance.
- k. Side Boards
 - i. Top wing boards maximum size: 70 inches long and 30 inches tall with a ½-inch tolerance. The top 2/3 of each top wing side panel shall consist of only two corners. Each corner shall be set at a 90-degree angle with no variance.
 - ii. Panels must be of one-piece construction.
 - iii. Panels must be fabricated flat so as to have no turnouts or flaps made of more than two-inches of material on the front or rear of the panel and no more than 1 ¼-inches on the top or bottom.
 - iv. Side panels may not extend more than 3 ½-inches in front or rear of the wing core with a 1/4-inch tolerance.
 - v. Lower front corners of side panels may not impair the driver's vision.

18. Engines

- a. All engines up to 320 cubic inches
 - i. Engines limited to 320 cubic inches.
 - ii. No aluminum engine block or heads. Main bearing caps must be iron or steel.
 - iii. Aluminum cylinder head IK200 is permitted. Must be untouched.
 - iv. No roller tappet cams.
 - v. Any piston, any valve, any steel crank, and steel rod.
 - vi. Stock dimension factory and aftermarket head and blocks.
 - vii. All engines must have a ¾-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 2 x 4 frame rails. If not, oil pan must be removed for inspection at the track's tech facility.

viii. Stroker motor moving forward for 2025 will be decided in mid 2024.

b. Over 320 cubic inches

- i. Block must be a standard production block or approved stock dimension aftermarket block that was under 362 cubic inches originally. No aluminum blocks. Chevy bow-tie block and Ford SVO19 blocks permitted.
- ii. Crankshafts must be factory production or stock dimension aftermarket cast iron or steel crank. Stroke must remain stock. Crank may be tuned a maximum of .040 under. Chevy stroke of 3.480, Ford stroke of 3.50 and MOPAR stroke of 3.31 or 3.45. No swapping of cranks. Ford SVO crank with part number M6303-H351 permitted. MOPAR high performance crank with part number P4120312 permitted. All cranks must be a minimum of 46 pounds in weight.
- iii. Rods: A production rod from a V-8 engine under 362 cubic inches. Modification of rod length prohibited. Rods, block, and crank to be used in the same combination that factory originally manufactured. Any stock dimension steel rod (no titanium) may be substituted. Stock dimension includes length, wrist pin location and journal size. Approved aftermarket rod must be in factory condition, no polishing or reworking. No addition or removal of metal other than normal balancing. Six-inch rods permitted in all motors.
- iv. All engines must have a ¾-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 borescope camera to the main rod/journal area without interference of windage tray or 2 x 4 frame rails. If not, oil pan must be removed for inspection at the track's tech facility.
- v. Flat top pistons only. Zero deck, piston may not be above the deck of the block.
- vi. Any cast iron/steel cylinder head that meets the following parameters:
vii. Aluminum cylinder head IK200 is permitted.
- viii. 60cc minimum combustion chamber volume.
- ix. 225cc maximum intake runner volume. No raised runners from factory stock runner floor.
- x. No porting or polishing of runners or combustion chamber, machine or chemical, except for ¾-inch to match intake ports.
- xi. No spread port exhaust configuration.
- xii. Maximum 2.08-inch intake valves; maximum 1.625-inch exhaust valves; only valves with 11/32-inch minimum valve stem.
- xiii. Factory stock valve angles; Chevy 23 degrees, Ford 20 degrees; 1 degree tolerance.
- xiv. No titanium valves, steel, or stainless steel only. No titanium valve springs; any retainer/keeper may be used.
- xv. No relocation of rocker arm studs from factory stock; factory stock valve guide angle only. No relocation.
- xvi. Clean-up of the valve bowl to maximum 80 degrees is permitted.
- xvii. Screw in 7/16-inch studs are permitted.
- xviii. Roller rocker arms are permitted; shaft rockers permitted.
- xix. Angle milling is permitted.
- xx. Spark plugs may be straight or angled. Casting and part number identifications must be retained.
- xxi. No milling or machining for weight reduction.

- xxii. Raised valve covers rails are permitted.
 - xxiii. No restrictions on valve seats, valve guides, or spring seats.
 - xxiv. 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.
 - xxv. Production valve or production replacement, steel, or stainless steel only. Any spring, any retainer permitted. Roller rockers permitted. Stock valve guide angle. No relocating valves. No titanium except for valve springs, retainers, and locks. Any steel/SS valve with 11/32-inch minimum valve stem. Max 2.08-inch intake and 1.625-inch exhaust. Stock valve guide angle no relocating valve guides.
 - xxvi. Flat tappet cams only.
 - xxvii. No mushroom or roller cams.
 - xxviii. Block must be cast iron. All factory identification numbers and/or part numbers must remain on block, crank, and heads. Main bearing cap must be iron or steel.
- c. General Specifications
- i. Maximum of four barrels of carburetion. Single carburetor only. No super chargers, fuel injection or turbo chargers.
 - ii. Two throttle return springs are required with one located for the throttle pedal and one located at the carburetor linkage.
 - iii. Any approved intake other than a smoke ram or tunnel ram. Intake height to be a maximum of 8.5 inches. Measured from the top of the carburetor bowl using a straight edge from the bowl to the #3 or #4 runner at the head juncture.
 - iv. Balance assemblies optional.
 - v. All cars must be self-starting for the feature, clutch optional. No automatic transmission. Stock configuration clutch must have a full scatter shield of at least ¼-inch thick steel or an approved bell housing. Configurations running a flex plate only are permitted to utilize an aluminum housing.
 - vi. Fuel – Methanol only according to Federal Standards of Purity, Grade A or AA. No additives of any kind including top lube.
 - vii. No electric fuel pumps or pressurized fuel systems.
 - viii. Gear drive units permitted. No externally adjustable cam timing device.
 - ix. Any battery ignition. No magneto. No computer operated or controlled parts. No traction control devices. Gel filled battery recommended.
 - x. The following ignition boxes will not be permitted for use:
 - 1. MSD 6530
 - 2. MSD 65303
 - 3. MSD Digital Programmable 6AL-2
 - 4. Fast Ignition 307222
 - 5. Any device that changes or has the ability to change the ignition advance is not permitted.
 - xi. No needle bearing cam, crank, or rod bearings permitted.
 - xii. Any car using an engine block and/or cylinder heads that are visibly cut, ground, or machined externally for the purpose of weight reduction must add 25 pounds to the car

from the center line of the engine forward. Weight must be securely fastened but must be able to be removed to verify weight.

19. Tires

- a. All four corner Hoosier tires mandatory
 - i. 15.0/90-15 H12
 - ii. 15.0/92-15 H12
 - iii. 15.0/94-15 H12 and H15
 - iv. 15.0/95-15 H12 and H15
 - v. 15.0/96-15 H12 and H15
 - vi. 105/16.0-15 H15 and MEDIUM or
 - vii. 15.0/92-15 D12A
 - viii. 15.0/93-15 D12A
 - ix. 15.0/94-15 D12A
 - x. 15.0/96-15 D12A
 - xi. 16.0/105-15 D15A and MEDIUM
- b. We will evaluate the availability and circumstances on an on-going basis.
- c. No alteration of tires, by chemical or other means, with the intention of changing the compound/durometer of the tire to gain a competitive advantage is prohibited. Samples may be acquired at any time to be sent to a laboratory for comparison to the specified legal tires for the division.

20. Handicapping Rules

- a. First three races will be open draw for heat races and redraw for feature. (Unless any of the first three races will be a time trial show.)
- b. Starting with race number four will find heat races lined up by driver's average points.
- c. Top 12 from heats will be inverted by season's average points for feature starting lineup.
- d. Also starting race number four the previous feature winner that qualifies through the handicap must start the feature 12th.
- e. Any new driver that shows up after the first three races will be eligible to start on the front row of the heat races and if said driver makes handicap, he will start 11th in the feature.
- f. One race establishes a driver's average points and no penalty will be issued for missing a race once a driver establishes points.

21. Time Trial Shows/Timed Hot Lap Events: All drivers entering the event (new rookie) will draw for their time trial slot or timed hot lap group. Timed hot laps may be split into two groups.

22. Per the originally posted lineup, if one or more cars fail to start or are involved in a crash before one lap is completed, we will crisscross. We will continue to crisscross when lining up double file.

23. Driver Requirements: All drivers must be at least 16 years of age to compete in this division **unless otherwise approved by track management and insurance company.** Drivers under 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.

Super Sportsman 2024 Rules/Penalties

Rule	1 st Offense	2 nd Offense
Tires Soaking/Conditioner	200 Point Loss/2 Race Suspension	200 Point Loss/5 Race Suspension/\$500 Fine

Fuel	200 Point Loss	200 Point Loss/2 Race Suspension/\$500 Fine
No Super/Turbo Chargers	\$300 Fine	\$500 Fine
Fuel Injection	\$1,000 Fine	\$1,000 Fine
Crank (Light Weight)	2 Race Suspension/\$500 Fine	Season Suspension/\$1,000 Fine
Carburetor (Illegal)	1 Race Suspension/\$250 Fine	Season Suspension/\$500 Fine
Carburetor (Height)	Disqualified	Disqualified & 100 Point Loss
Relocation Rocker Arm	2 Race Suspension/\$500 Fine	Season Suspension/\$1,000 Fine
No Porting/Polishing	3 Race Suspension/\$500 Fine	Season Suspension/\$1,000 Fine
Cams Mushroom/Roller Cams	200 Point Loss/2 Race Suspension	200 Point Loss/Season Suspension/\$1,000 Fine
Block – Not Cast Iron	Season Suspension	
Chassis: Tubing Thickness (Less .090)	200 Point Loss/1 Race Suspension/\$500 Fine	200 Point Loss/Season Suspension/\$1,000 Fine
2 x 4 Rectangle Tubing – Anything Less .083	200 Point Loss/1 Race Suspension/\$500 Fine	200 Point Loss/Season Suspension/\$1,000 Fine
Box Frame: Anything less than 58 inches	200 Point Loss/1 Race Suspension/\$500 Fine	200 Point Loss/Season Suspension/\$1,000 Fine
Cockpit Adjustable Shocks	200 Point Loss/1 Race Suspension/\$500 Fine	200 Point Loss/Season Suspension/\$1,000 Fine
Thru Rod Shocks	200 Point Loss	200 Point Loss/1 Race Suspension
Electronic Bleeders	100 Point Loss	200 Point Loss/1 Race Suspension
Wings: Anything bigger than 16 square feet	200 Point Loss/\$500 Fine	200 Point Loss/1 Race Suspension/\$500 Fine
Bi Wings	200 Point Loss/\$500 Fine	200 Point Loss/1 Race Suspension/\$500 Fine
Wicker Bills (Taller than 2 inches)	200 Point Loss	200 Point Loss/1 Race Suspension/\$500 Fine

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 isn't listed above or discretion of any situation at BAPS Motor Speedway.

2024 Late Models Rules

24. Driver Requirements: All drivers must be at least 15 years of age to compete in this division. Drivers under 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.
25. Frames, Body, Suspension, etc.
- a. Overall Appearance
 - i. 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 six inches.
 - ii. The car must have legible numbers on each side and on the roof a minimum of 18 inches high.
 - b. General Body
 - i. 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).
 - ii. All cars must have a minimum ½-inch and maximum of one-inch radius at the top of fenders, doors, and quarter panels. Sharp edge(s) will not be permitted.
 - iii. The floorboards and firewall must completely cover the driver's area with no openings.
 - iv. Fins and/or lips of any type will not be permitted anywhere along the entire length of the car.
 - v. The bodyline must be a smooth even line from front to rear.
 - vi. Wedge shape cars and/or body styles will not be permitted.
 - vii. "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-inch skid plate will be permitted.
 - viii. 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.
 - ix. A maximum of one 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.
 - x. Panels of any type under the rear deck running from the front to the rear of the car will not be permitted.
 - xi. 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.
 - xii. 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.
 - xiii. 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
 - i. 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:

1. Dominator
 2. MD3 – Performance Bodies
 3. ARP Air Speed Nose
 4. Five-Star MD3 Type
 5. Performance Bodies/Five Star MD3 2015
 6. Performance Bodies/Five Star 2016 Evolution
 7. Performance Bodies/Five Star 2019 Evolution 2
- ii. 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.
 - iii. 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.
 - iv. All nosepieces must be made of molded type material.
 - v. Nose filler panel shall be flat across the entire surface. Dishing or raising prohibited.
 - vi. Two-piece noses must be positively fastened together in the center. Spacers added to gain width will not be permitted.
 - vii. The nosepiece must be mounted in a manner that does not alter its original shape.
 - viii. 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.
 - ix. The nosepiece can extend a maximum of 53-inches from the center of the front hub to the farthest point extending forward.
 - x. 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.
 - xi. Right Side Nose Height Rule: The maximum height from the ground to the top of the nose splitter shall be 15 inches.
 - xii. Front nose must be mounted in the center of the car.
- d. Roof
- i. The roof length from front to back must be a minimum of 44 inches with a maximum of 54 inches.
 - ii. The roof width from side-to-side must be a minimum of 48 inches to a maximum of 52 inches.
 - iii. The roof must be stock appearing and be mounted level to the body.
 - iv. The minimum height of the roof will be 45 inches with a maximum height of 48 inches.
 - v. The roof must be mounted parallel to the body and near the center of the car as viewed from the front of the car.
 - vi. A maximum of 1 ½-inch 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.
 - vii. Sun/anti-glare shields may not be used.
 - viii. A maximum of two roof edge bead rolls of a maximum height of ½-inch the length of the roof will be permitted.
 - ix. The roof posts and spoiler support(s) must not overlap.

- x. The maximum thickness of the roof at any point will be ½-inch.
 - xi. 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
 - i. All roof side panels must extend to the edge of the body.
 - ii. The roof side panel window size must be a minimum of 10-inches x 15-inches. A maximum crown of two inches will be permitted, measured from the center of a common tangent point on either side of the crown.
 - iii. The left and right-side window panels must match.
 - iv. A maximum bow of two inches outward on the window side panels as viewed from behind will be permitted.
 - v. 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
 - i. The hood must be level and flat from the left to the right side of the car.
 - ii. The front fenders can be a maximum of 2-inches from left to right.
 - iii. The outside edges of the hood and/or the fender must remain inside the overall bodyline.
 - iv. 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.
 - v. The front fender flares must be made of plastic and must not alter the original shape of the nose piece.
 - vi. 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.
 - vii. 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 at any point of the front fenders and/or hood.
 - viii. The front fender flares must have collapsible supports.
 - ix. All cars must have full fender tops.
- g. Doors
 - i. The door-to-door measurement must not exceed 77-inches in width at the top of the doors. 1-inch tolerance allowed.
 - ii. 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.
 - iii. 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.
 - iv. The door sides may not break inward from the top 77-inches and bottom 90-inch measurements. Hollow and/or bellied doors will not be permitted.
 - v. The minimum ground clearance will be 3-inches.
- h. Quarter Panels

- i. The maximum distance from the center of the rear hub to the top quarter of the panel is 54-inches. This is a diagonal measurement.
 - ii. 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.
 - iii. 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.
 - iv. The maximum width for the quarter panels measured from outside-to-outside panel will be 82-inches.
 - v. 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.
 - vi. The maximum distance from the center of the rear hub to the rear trailing edge of the quarter panel will be 49-inches. This is a horizontal measure.
 - vii. A minimum of 2-inches of tire clearance between the tire and the body will be required.
 - viii. Skirting that extends behind the rear quarter panel will not be permitted.
 - ix. Left rear quarter panels must extend downward from the deck a minimum of 33-inches and 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 of 31-inches with plastic when measured front to rear.
 - x. 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. Allowed a 1-inch tolerance.
- i. Spoilers, Spoiler Braces and Spoiler Supports
 - i. Only aluminum and/or Lexan-type rear spoilers will be permitted.
 - ii. 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.
 - iii. The rear spoiler must begin at the deck and extend 8 ¼-inches from that point. Mounting hardware, hinges, etc. will be included in the 8 ¼-inch measurement. Suspending the spoiler to create a wing-type device will not be permitted.
 - iv. The rear spoiler must begin at the rearmost point of the quarter panels.
 - v. Only three spoiler braces/supports will be permitted. The front edge of the spoiler brace/support must be in line with the spoiler.
 - vi. The outside spoiler supports must be mounted flush with the quarter panel(s) and must be centered on the rear deck.
 - vii. 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
 - i. 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.
 - ii. The side window opening(s) must be 15-inches from the top of the door to the bottom of the roof.
 - iii. Support bars that block the right window from the driver exiting the cockpit will not be permitted.
 - iv. 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.

- v. 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.
 - vi. 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
 - i. 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.
 - ii. All cars must be equipped with a quick release type steering wheel that is a full circle.
 - iii. Mirrors of any type will not be permitted.
 - iv. Radios and/or electronic and/or data communication devices will not be permitted.
 - v. 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.
 - vi. A substantial rock guard with a minimum of three additional 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.
 - vii. Cockpit adjustable components with the exception of brake bias adjusters will not be permitted. Adjusters of any type, including but not limited to 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
 - i. 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.
 - ii. 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. Droop Rule
 - i. Rear Travel Limiter (Droop Rule) a. A vertical travel limiting chain must be installed on the left rear of the car from the left rear axle housing to the frame. The travel limiting chain must attach to a bearing type mount or a clamp mounted bracket with the chain mounted to the top (12 o'clock) of the left rear axle tube, between the birdcage and the edge of the left rear bell of the axle housing, and to the left rear frame directly above the chain mount on the rear axle. Travel limiting chains must be installed so that when taunt they are as close to vertical as possible. One (1) compliance device may be used. The compliance device must not be more than one inch (1") thick (without a load applied) and remain completely open and visible. Compliance devices can be rubber or any like material but must not be installed in any type of canister. Springs, spring-loaded, and/or pneumatic devices will not be permitted. No tapered, beveled, or roller skate type of compliance rubber will be permitted. Compliance devices must be solid material, same diameter top to bottom, not hollowed or drilled to soften the material.

ii. The travel limiting chain including the compliance rubber must be installed so that when the car is jacked up from the rear the chain assembly is tight (no slack). The travel limiting chain is subject to inspection at any time during the event at the discretion of the officials. Cars will be jacked up on the under-slung frame rail between the center of the rear axle and the panhard bar mount. The left rear under-slung rail must be located between the left rear birdcage and the edge of the left rear axle housing bell. Cars will be jacked up until a forty-thousandths of an inch (.040") shim will slide between the left rear tire and the ground. Once the car is jacked up as described a vertical measurement will be taken from the ground to the top trailing edge of the rear deck bar, six inches (6") inboard of the left rear quarter panel outer edge. The measurement must not exceed fifty-one inches (51").

iii. All droop limiters must be made of a chain strong enough to support the forces applied while being teched and while racing. If the chain is not attached for any reason at the time of inspection the car being inspected will be penalized accordingly. one droop limiting device per car and must be on the left rear side of the car only.

n. Bumpers

i. Racing type bumpers permitted.

1. Front bumper may not extend beyond the outside of the nosepiece.
2. 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.
3. All bumpers and rails must meet the approval of the technical inspector.

o. Belly Pans

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

p. Windshields/Window Openings

- i. All cars must have an approved protection in front of the driver in the windshield opening with a minimum of three vertical bars (no less than 3/16-inch in diameter). A screen for protection is also highly recommended.

q. Mounting of Components

- i. 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.

r. Repairing of Components

- i. 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.

s. Bolts and Fasteners

- i. 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.

- t. Brakes
 - i. The brake system must be a conventional hydraulic type.
 - ii. Brake lines: Steel, aluminum, rubber, or steel braided brake lines are permitted. Plastic is not permitted.
 - iii. Brake Bias or Proportioning Valves: Brake disc or proportioning valves are permitted. Complete elimination of the brake by a valve at any wheel is permitted.
- u. Driveline/Transmission
 - i. Transmissions: Aftermarket in/out boxes and aftermarket “quick change” transmission units (such as those manufactured by Bert, Brinn, Falcon, or Jerico Transmissions) are permitted.
 - ii. 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.
 - iii. Driveshaft Retainers: Must have at least one 360-degree driveshaft hoops (minimum 0.25-inch thick and 2.0-inch 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.
 - iv. Clutch: Must have an operational clutch and starter. A multi-disc clutch permitted. Stock configuration clutch have a full scatter shield of at least 0.25-inch thick steel or an approved bell housing. Automatic transmissions are not permitted.
 - v. Clutch Master Cylinder
 - 1. Aftermarket clutch master cylinders are permitted.
 - 2. Clutch Lines: Rubber, steel, or steel-braided clutch lines are permitted.
 - vi. 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-inches in circumference (2.0-inch x 2.0-inch box) and have a wall thickness of no less than 0.080-inches.
 - 3. A tube frame design with main rails a minimum of 1.75-inches OD tubing with a minimum wall thickness of 0.083-inches. 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-inches O.D. steel pipe or tubing, with a wall thickness minimum of 0.080-inches DOM steel or 0.065-inches 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 the car and be clear of material or construction methods that could cause injury to the driver. No raised edges inside of the car. The car must have a solid firewall that meets the approval of the technical committee.
- v. Fuel Cell: Any approved metal fuel cell must be used and remain securely mounted in the rear compartment of the car.
 - i. Fuel Straps: The fuel cell must be strapped down securely with steel straps. The straps must be a minimum of 1/8-inch 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.
 - ii. Check Valve: A check valve is mandatory on the filler pipe to prevent fuel spillage of the tank from being turned over.
 - iii. 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.
 - iv. Fuel Filters: Aftermarket fuel filters may be used. Glass fuel filters are not permitted. Filters may not be located in the driver's compartment.
 - v. Fuel Pump: Electric fuel pumps are not permitted.
 - vi. Fuel Cooling Devices: Fuel cooling devices of any kind are not permitted.
 - vii. 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.
 - viii. Fuel shut off valve recommended.
 - ix. 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.
 - x. 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.
 - xi. 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 thereof.
 - xii. 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.
 - w. Heim Joints: Only steel or aluminum Heim joints are permitted.
 - x. Mirrors/Numbers/Transponder/Radios
 - i. Mirrors are not permitted.
 - ii. The car must have numbers of contrasting car color from the body that are a minimum height of 18-inches and width of 4-inches on both doors and a minimum height of 24-inches and width of 6-inches 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 clearly or easily read from the Control Tower.

- y. Rear Ends: Quick change rears allowed. Only steel axles are permitted. Axles may be gun-drilled. Crowned axles are not permitted.

26. Safety

- a. 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.
- b. 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.

27. 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.

28. Suspension (Front)

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

29. Tires

- a. 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/D15 or harder compound.
- b. 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. (No American Racers allowed for 2024).

The first three completed races, race teams can run either the Hoosier Economy, Hoosier Spec tire or the NLMT-2, NLMT-3, NLMT-4. Starting race #4 all race teams need to be on the NLMT-2 ,NLMT2.25, NLMT-3, NLMT-4 tires.

No crate, rush, or series stamped tires allowed. (Regardless of compound)

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

30. Weight: No car shall weigh less than 2,350.0 pounds with the driver after any event. Weight of the car is defined as the driver in the seat, hands on the 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 requirements. 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 the scale and pulling back on. Reading of the second attempt will become the entered weight.
- a. Ballast: An 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).
 - b. Mounting Ballast: The blocks must be securely mounted to the frame using a minimum of two 0.5-inch 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.
 - c. Weight Shifting Devices: No devices (either mechanical, hydraulic, electric) for shifting weight is permitted.
31. Wheels: Any automotive steel or aluminum wheel that has a maximum 14.0-inch 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 three and five mounting point wheel covers will be allowed for competition under the following conditions.
 - b. Wheel covers having a minimum of five attachment points may continue to use dzus fasteners. Said dzus fasteners must be made of steel only.
 - c. Wheel covers having three attachment points must be bolted on at all three points utilizing a minimum 5/16-inch, flanged steel bolts and an approved fastening (nut assembly) system.
32. Wheelbase: The minimum wheelbase is 102.0-inches with no tolerance.
33. Engine Specifications
- a. 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.
 - b. 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 bearing are not permitted.
 - c. 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."
 - d. 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 bowtie, Ford SVO, DART, or World Products block is permitted. Billet machined blocks or heads 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.
 - e. Camshafts: Flat tappet camshafts only are permitted. **Roller cams and roller lifters are permitted.** Gear drive units permitted. No externally adjustable cam timing device.

- i. Cam Bearings: Must remain as “stock” Babbitt type. Roller bearings are not permitted.
- f. Carburetors: A maximum of four barrels of carburetion permitted. Only one carburetor per engine is permitted. No super chargers, fuel injection, or turbo chargers.
 - i. The carburetors, float bowls, booster, venturi area (casting ring may be removed), butterflies, throttle shaft and base plate may be altered.
 - ii. The choke may be removed but all screw holes must be permanently sealed. The choke horn may be removed.
 - iii. The idle holes may be drilled, and the butterfly screw ends may be cut even with the shaft.
 - iv. Carburetor jets may be changed.
 - v. 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.
 - vi. 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-inches 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).
- g. Cylinder Heads: 2023 Cylinder Head Rules Adjustment
 - i. Any cast iron/steel cylinder head that meets the following parameters:
 - ii. No aluminum cylinder heads.
 - iii. 60cc minimum combustion chamber volume.
 - iv. 225cc maximum intake runner volume. No raised runners from factory stock runner floor.
 - v. No porting or polishing of runners or combustion chamber, machine, or chemical except for 3/4-inch to match intake ports.
 - vi. No spread port exhaust configuration. Maximum 2.08-inch intake valves: maximum 1.625-inches exhaust valves; only valves with 11/32-inch minimum valve stem. No intake valves under 90 grams.
 - vii. Factory stock valve angles; Chevy 23 degrees, Ford 20 degrees, 1 degree tolerance.
 - viii. No titanium valves. Steel or stainless steel only. No titanium valve springs. Any retainer/keeper may be used.
 - ix. No relocation of rocker arm studs from factory stock; factory stock valve guide angle only. No relocation.
 - x. Clean-up of valve bowl to maximum 80 degree is permitted.
 - xi. Screw in 7/16-inch studs are permitted.
 - xii. Roller rocker arms are permitted. Shaft rockers permitted.
 - xiii. Angle milling is permitted.
 - xiv. Spark plugs may be straight or angled.
 - xv. Casting and part number identifications must be retained.
 - xvi. No milling or machining for weight reduction.
 - xvii. Raised valve cover rails are permitted.
 - xviii. No restrictions on valve seats, valve guides, or spring seats.
 - xix. 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.

- xx. Ford engines may use the following cast iron cylinder heads: ProAction (part numbers 35301, 35302, 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.
- h. Crankshaft: The crankshaft must be an OEM factory production or OEM stock dimension aftermarket cast iron or steel crankshaft. No swapping or crankshafts between manufacturers. The Form 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 pounds.

- i. 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=inches under for the replacement of bearings. Offset grinding of the crankshafts is not permitted. Stroke should be 3.48.
- j. Harmonic Balancer: Aftermarket OEM stock "type" harmonic balancers are permitted.
- k. 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.
- l. 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.
- m. Ignition System
 - i. 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.
 - ii. Ignition Switch: The ignition switch must be within easy reach of the driver and clearly marked.
 - iii. Spark Plugs and Wiring: Any aftermarket type wiring may be used. The electrode of the spark plug must extend into the combustion chamber.
 - iv. The following ignition boxes will not be permitted for use:
 - 1. MSD 6530
 - 2. MSD 64303
 - 3. MSD Digital Programmable 6AL-2
 - 4. FAST Ignition 307222
 - 5. Any device that changes or has the ability to change the ignition advance is not permitted.
- n. 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-inches 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).

- o. 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 lower 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.
- p. 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.
- q. Rods
 - i. 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.
 - ii. 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. Six-inch rods permitted in all engines.
- r. 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.
- s. Water Pump: Aftermarket aluminum OEM stock "type" water pumps and aluminum pulleys are permitted.

All engines must have a ¾-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 2 x 4 frame rails. If not, oil pan must be removed for inspection at the track's tech facility.

Crate Cars: 602 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.

- 34. 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. – 24. \$100.
- 35. Point Fund: 1. \$1,000, 2. \$700, 3. \$600, 4. \$500, 5. \$400
- 36. Handicapping

- a. 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.

20 cars or less:

2 Heat Races

6 Cars (Handicap), All Qualify

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

- b. Consi:
- 31 cars or less will have 6 cars qualify
 - 32 cars or more will have 4 cars qualify
- c. Feature
- i. The first three races of the season the top 12 qualifiers from the heat races will redraw for the top 12 starting spots.
 - ii. Starting week four, 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/she will automatically start 12th in the feature. All other drivers that are in the handicap lineup there will be an inversion pill drawn that could be positions 1-11.
 - iii. 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.
 - iv. Alternate must be on track to be eligible if needed.

Late Model 2024 Rules/Penalties

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/\$1,000 Fine
Crank (Light Weight)	200 Point Loss/Disqualification of Race/2 Race Suspension/\$500 Fine	500 Point Loss/Disqualification of Race/5 Race Suspension/\$1,000 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/\$1,000 Fine	500 Point Loss/Disqualification of Race/Season Suspension/\$1,500 Fine
Relocation Rocker Arms	200 Point Loss/Disqualification of	500 Point Loss/Disqualification of

	Race/2 Race Suspension/\$500 Fine	Race/5 Race Suspension/\$1,000 Fine
No Porting/Polishing	200 Point Loss/Disqualification of Race/2 Race Suspension/\$500 Fine	500 Point Loss/Disqualification of Race/Season Suspension/\$1,500 Fine
Exceeding Cubic Inch Limit	200 Point Loss/Disqualification of Race/\$250 Fine	200 Point Loss/Disqualification of Race/2 Race Suspension/\$1,00 Fine
Block (Not Cast Iron)	200 Point Loss/Disqualification of Race/2 Race Suspension/\$500 Fine	200 Point Loss/Disqualification of Race/Season Suspension/\$1,000 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/\$1,000 Fine
Electronic Bleeders	100 Point Loss/Disqualification of Race/\$250 Fine	200 Point Loss/Disqualification of Race/2 Race Suspension/\$1,000 Fine
Traction Control	200 Point Loss/Disqualification of Race/2 Race Suspension/\$1,000 Fine	Lifetime Ban

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 isn't listed above or discretion of any situation at BAPS Motor Speedway.

2024 Extreme Stocks Rules

37. Driver Requirements: All drivers must be at least 15-years of age to compete in this division. Drivers under 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.
38. 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 1.0-inch-wide steel straps or two 2.0-inch wide steel straps on the top of the fuel cell and four 1.5-inch wide steel straps or two 2.0-inch wide steel straps underneath the fuel cell. The straps must be a minimum 1/8-inch in thickness. If using a box tube cage, it must be constructed of a minimum of $\frac{3}{4}$ x $\frac{3}{4}$ tubing with at least two supports enclosing the cell.
 - b. Fuel Cap: Make absolutely sure that you check the cap on your fuel cell for tightness before going onto the racetrack. The cap should fit snugly onto the cell.
 - c. Mechanical Fuel Pump only. No electric fuel pumps.
39. Seats: Only SS-approved factory-manufactured metal racing seats may be used. No homemade seats will be permitted. Lightening the seat by anyone else other than the factory is not permitted. Lumbar supports and head and shoulder supports on the seat are highly recommended.
- a. Mounting of the Seat: Driver's seat may be no further 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 mount 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.
40. Frames Competing, Models, & Wheelbase
- a. Any North American production model with a minimum wheelbase of 110.5-inches. Convertibles, pickups, sports cars, jeeps, station wagons, four-wheel drives are not permitted.
 - b. Wheelbase: Must remain OEM stock for that make and model being used if originally manufactured with less than 108-inches with no variance. Frames having a longer than 108-inch wheelbase can be cut down to 108-inch wheelbase but must be cut square. No offset lengths of wheelbase and all suspension points must stay in stock location.
 - c. All suspension components must be mounted in stock fixtures and maintain stock location. Strut-style cars: May be 100.5-inches if originally produced as OEM strut-style cars.
 - i. Must keep the struts on the car if it was originally delivered from the factory that way as OEM. The strut may be drilled out and a steel-bodied, non-adjustable shock may be added, remaining perpendicular to the strut. Must remain the stock OEM wheelbase with no stretching or shortening permitted.
 - ii. Cars that were originally designed to have a coil shock or a strut with a spring assemble will be allowed to replace the assembly as follows. One steel body shock only with a slide over coil kit per wheel only and mounted in stock location. All other components must be stock OEM for that car (i.e. spindles, brakes, rotors control arms, etc.)
 - d. The following measurements are minimums:

- i. 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.
- ii. Must be a minimum of a four-post roll cage (6-point is recommended). Two bars may pass through the front and rear firewalls. The two rear bars must be tied into the frame and not the bumper.
- iii. Front and rear hoop are recommended and must be welded to the OEM stock frame, not the floor or body.
- iv. The roll cage and door bars must be constructed of round steel of minimum 1.5-inch diameter tubing (minimum 0.095-inch wall thickness). A minimum of three horizontal door bars are required on both sides.
- v. A front driveshaft hoop is mandatory and rear hoops are recommended.
- vi. All butt welds, joints, and connections may have gusset plates for reinforcement.
- vii. A fuel cell protection bar is mandatory.
- viii. Any bracing that does not conform to these construction rules is subject to final approval by the technical inspector.
- ix. Firewall: The OEM stock or aftermarket/handmade steel front firewall is mandatory in stock location between the driver's compartment and the engine. If an aftermarket firewall is being used, the right side of the firewall may be moved no further back than 29.0-inches from the right front center line of weight jacker and or the center of the spring pocket. Whichever is furthest forward. And the left side of the firewall can be no more than 20.0-inches from the left front center line of weight jacker and or the center of the spring pocket. Whichever is furthest forward. A metal rear firewall is mandatory between the driver's compartment and rear end/fuel cell compartment. Holes in the front and rear firewalls must be completely covered with sheet metal. The trunk must be sealed completely from the driver's compartment.
- x. Floor: Must have a steel floorboard from the driver's side firewall to the back of the driver's seat. Original floorboard may be replaced with steel floor made from sheet metal. The passenger side floorboard must be steel and interior cannot be built up. Area of floor under driver's feet is recommended to be reinforced with at least 1/8-inch plate steel or aluminum. The tunnel beside the driver's seat above the transmission cannot be larger than 10.0-inches bent at a 90-degree angle from the floor pan in then must be bent at a 90-degree angle straight across to the right-side door only. No tapers or box is allowed to be built in this area.
- xi. Unibody Cars: Must use a frame of 8-inches in circumference (2-inch x 2-inch tubing) to tie front and rear frame rails together. Roll cage must be attached to the box tubing frame. Minimum tubing size is 1 ½-inch o.d.
- xii. Engine Location & Mounts: The engine must remain within the stock location and configurations as currently delivered by OEM (no engine setback). Any solid motor mounts are permitted. Front or rear engine mounting plates are not permitted.
- e. Suspension
 - i. All suspension must be OEM stock components for that make and model of vehicle except for rules noted elsewhere. Stabilizer links may be threaded rod. All bushings may be rubber, polyurethane or solid.
 - ii. Weight Shifting Devices: No devices (either mechanical, hydraulic, electric) for shifting weight for inside the car is permitted.
 - iii. Weight jackers are allowed on all four corners on coil cars only.

- iv. 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-lead springs are permitted. Monoleaf or composite springs are not permitted. Chrysler leaf springs are not permitted in non-Chrysler car. 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.
- 41. Steering Components: The entire steering system must remain stock OEM “type” within the stock dimensions, steel thickness, location, and configurations as currently delivered OEM for that make and model of car. Only cars originally delivered from factory with rack and pinion style steering may run rack and pinion style steering. Removable steering wheels and collapsible steering shafts are permitted to take the place of stock “OEM” type. Steering quickeners are permitted. The front upper control arms may be tubular aftermarket non-adjustable arms with bolt or screw in style ball joints mounted on stock type mounts in stock location. No aftermarket lower control arms allowed. Tie rod assemblies can use aftermarket parts. Draglink must be stock or OEM stock replacement.
- 42. Spindles: Must be stock OEM style spindles with stock dimensions and materials only. Aftermarket spindles are permitted but must be stock dimension for the rear and make and model of chassis being used No interchanging of aftermarket between chassis allowed. No pinto spindles. No drop spindles are permitted.
- 43. Shocks: All shocks must be steel bodies. One aftermarket oil or gas shock per wheel is allowed mounted in the stock location. If an aftermarket steel welded body oil heim end shocks is used, the location can be placed for clearance but must remain as close to stock location as possible. If using a gas shock, it must remain in stock location only on stock mounts only. Shocks can be rebuildable. No external canister gas shocks or no adjustable shocks of any kind are permitted. No bump stops of any kind on or in shock permitted. Factory runner control arm snubbers in factory location only are allowed.
- 44. Rear Ends
 - a. Rear ends must be mounted in stock OEM location on stock OEM mounts (non-adjustable). Rear ends may be locked by welding the spider gears or with a mini spool. Posi-traction as an OEM factory option is permitted. Any gear ratio is permitted. Aftermarket sold steel axles are permitted (gun drilled axles are not permitted). Ford 9-inch rear ends are permitted with stock mounting locations. No aluminum parts are permitted. Floater rears allowed. No independent rear suspension. Maximum of 3-inch axles tube may be used. No heavy wall axle tubes.
 - b. Upper Rear Control Arm: Stock control arm or aftermarket non-adjustable rear upper control only. Control arms may be cut or lengthened for proper pinion angle but cannot be adjustable and must use stock style bushings. No spherical bushings allowed. No heim ends on any control arms.
 - c. All four upper and lower rear control arms must be connected at all times.
 - d. **Rear upper control arm mounts on rear end housing may be mounted no higher than 8-inches from the center line of the rear end housing to the center of the bushing.**
 - e. **Both upper rear mounts must be the same height +/- ½-inch but must not exceed the 8-inch measurement at any time.**
 - f. Coil Springs: Front or rear springs may be altered or exchanged as long as they are OEM or OEM type for that make of vehicle. Aftermarket racing type springs are permitted. Must be mounted in stock location. Rear spring free height must be within 3-inches of each other. (Example: If RR

spring has a 14-inch free height LR must range from 11-inches to 17-inches in free height). This will be measured on flat surface out of the car at free height.

- g. Lower Rear Control Arms: Lower rear control arms on coil spring cars must remain stock OEM length. Aftermarket box tubing style permitted and mount to a single mounting hole at the stock OEM location. No spherical bearings. No heim ends on any control arms. The front mounting bolt must be in stock location and height no exceptions. The mounting hole for the rear of the lower control arm must be no more than 3 3/8-inches from the bottom of the axle tube to the center line of the mounting bolt. Maximum of 3-inch axle tube may be used. No heavy wall axle tubes.
- h. Panhard bars only permitted on car that were originally produced as so from factory with the intention of keeping the rear centered in the chassis.
- i. Strut Camaro Cars Only: The third link must remain mounted in the stock OEM location on the rear end. The minimum length of the third link must be mounted in front of rear of transmission and must remain parallel with the driveshaft at all times. The third link must remain under the floor pan with the front mount remaining within the driveshaft tunnel. And have mounting bolt mounted in a horizontal position. No aluminum allowed. No unapproved traction devices are allowed.
- j. Panhard bar must be kept 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.

45. Brakes: The entire brake system must remain stock OEM "type", within the stock dimensions, steel thickness, location, and configurations as currently delivered OEM for that make, model, and year of car unless specified below.

- a. Brake Rotors: Aftermarket steel rotors are permitted on the rear. Front rotors must be stock OEM style.
- b. Brake Calipers: OEM only 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 lines are 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. Brake shut offs are permitted for the right front only.
- f. Rear Disc Brakes: Will be permitted as follows: Stock steel calipers must remain in manufacturer's 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.

46. Bodies

- a. Body: The body must remain factory OEM stock appearance with firewalls, floorboards, and body panels. The body, firewall may be aftermarket or handmade. OEM and aftermarket body panels are permitted but must have all OEM body lines. All cars must have a complete body to be eligible to start any event unless the technical inspector has specifically approved it for that event.
- b. Aftermarket bodies can be constructed out of aluminum or steel, must be stock appearing and stock all body lines. No flat sides. **A pillars must be max of 2-inches wide with a 1-inch bend. Max of 3-inches wide total from top to bottom. Must be a stock OEM roof for the make and model of manufacture being used. Stock appearing roof posts. Under discretion of tech.**
- c. Body Styles: The following body styles may be adapted to currently approved chassis, must remain in manufacturer's line. Must be stock OEM roof for the make and model being used.

- i. Ford: Must use Ford bodies
 - ii. General Motors: Must use General Motors bodies
 - iii. Chrysler: Must use Chrysler bodies
- d. All cars must have a complete body in the proper configuration for the make, model, and year, including fenders, bumpers, roof, nosepiece, hoods, and trunks. Front inner wells may be removed. The rubber grommets may be removed from the body mounts.
- e. All OEM factory trunk and hood latches must be removed and replaced with straps, pins, or clips. Track personnel must have easy access to open the hood and trunk quickly.
- f. Exterior: All headlights, taillights, and emblems must be removed. Doors must be welded or bolted shut.
- g. Interior: All flammable (plastic or fabric) material must be removed. Dash assembly is optional. The rear firewall area must be covered with sheet metal when removing the rear seat. 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-inches maximum.
- h. Inner Supports: All body parts that may have the inner supports removed; however, it must be braced to be rigid if the inner support panel is removed. The rear window side panels, dashboard, and the inner roof panels may be removed completely for roll cage installation only.
- i. Bumpers: Both front and rear must remain stock OEM unless as noted below. Stock bumper brackets may be welded. No sharp edges are permitted on the body or bumpers. Non-visible reinforcing pipe can be used behind bumper, but it must be securely fastened to the frame.
 - i. 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.
 - ii. 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.
 - iii. Rub Rails: Permitted between the wheelbase only. A maximum 1.25-inches 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-inches from the rear wheel well, the rub rail may extend out from the body to the outer edge of rear tire. Subject to the technical inspector inspection and approval.
- j. Bumper Covers: Aftermarket plastic nose and tail covers may be used but must match car (GM on GM, Ford on Ford, etc. Tail piece must be unaltered. No cutting or drilling of hole except where noted below the nose or tail cover. If the front or rear cover is removed during the race and there is no approved bumper behind the cover or no bumper at all, the car will not be permitted to continue in the race. **NO ALTERING OF NOSE OR TAIL COVERS EXCEPT WHERE NOTED BELOW.**
 - i. Front bumper cover can have air hole cut in for the purpose of cooling the radiator only.
 - ii. Rear cover may have holes cut in the taillight area only and must stay in the taillight area.
- k. Grills: The original grill may be removed but expanded metal or screen may be installed.
- l. Spoiler: Only OEM spoilers as originally equipped on that make and model car is permitted. Aftermarket spoilers of any kind or shape are not permitted.
- m. Mounting of Components: All body components must be firmly attached to every car competing in any race. Any car may be black flagged or denied entry to start qualification of a race if any of

the above-mentioned items are not attached at the start of an event unless the technical inspector gives prior approval.

- n. Repairing of Components: Body components may be repaired and must be approved by the Technical Inspector prior to returning to the speedway for competition. The Technical Inspector reserves the right to disallow a repaired car from competition that does not appear to be properly repaired. Once a body is repaired from its original form, BAPS Motor Speedway management and the Technical Inspector assume no liability for any injuries that may occur as a result of this repair regardless of the approval given to complete with that repair.
- o. Appearance: Crash damaged cars must be repaired to the approval of the Technical Inspector before returning to competition. Any car returning to the speedway without a hood must have a fan shroud in place or it will be denied to return to competition. A Technical Inspector or BAPS Motor Speedway official may deny a car from competing if it does not meet acceptable standards as mentioned above. BAPS Motor Speedway management reserves the right to deny access in competition because of a sponsorship, advertisement, paint scheme, and/or lettering on a car not in good taste, or in the spirit of keeping this a "family entertainment" sport.
- p. Windshields/Window Openings: All cars must have an approved protection in front of the driver in the windshield opening with a minimum of three vertical bars (no less than 3/16-inch in diameter). A screen for protection over the mandated bars are also highly recommended. All glass must be removed.
- q. Window Nets: Full size window nets are mandatory at all times in the left side window unless approved arm restraints are used by the driver. The seat belt buckle method of mounting is recommended. Window nets must release from the top and be attached to the roll bars only. The side window areas must remain open at all times other than window nets. "Sprint car style window nets" are not approved in place of a full-side window net.
- r. NUMBERS: The car should have number of contrasting car color from the body that are a minimum height of 18.0-inches and width of 4.0-inches on both doors and a minimum height of 24.0-inches and width of 6.0-inches on the roof. Metallic or foil numbers are not recommended and highly discouraged. Scorers will not accept the responsibility for incorrect scoring of cars in which numbers are not clear or easily read from the Control Tower.
- s. Mirrors: Mirrors are not permitted.

47. Engines

- a. Engines Permitted: Engines limited to 365.0 cubic inches. Must use the manufacture of engine that matches the chassis manufacture being used. All factory identification numbers and/or part numbers must remain on the block, crank, and heads. The combination of the rods, block, and crankshaft used must be in the same combination that factory originally manufactured (i.e. Chevrolet components only with Chevrolet components and Ford components only with Ford components).
- b. The use of any titanium rods, rod caps, crankshafts, or headers is strictly prohibited. It is very highly recommended to use a #12AN fitting or one-inch plug in the oil pan for inspection purposes for the use of a bore scope to verify rods and crankshafts. If there is not one, the oil pan must be removed for inspection. Needle bearing camshafts, crankshafts, and rod bearings are not permitted.
- c. **602 crate engines will be allowed. Engines must be sealed from factory and cannot be rebuilt. 602 engine must be used as delivered for GM including but not limited to intakes, valve spring size and pressures, camshafts, etc. 650 cfm 4 bbl allowed on 602 crate engine only. Must use a MSD 8727CT rev box set to 6200 RPMs max at all times. If seals are broken or disturbed engine will be teched under rules stated in paragraph 1.**

- d. V6 engines may be used. Max of .060 over bore allowed from factory dimensions. Crankshafts must be factory weight with the exception of lightening for balancing purpose only. No offset grinding or using undersized bearings must use size of bearings as original delivered from factory for that block and crankshaft combination. Must use Edelbrock 2114 intake.**
- e. Block: The engine block may be an OEM standard production block or an approved stock dimension cast aftermarket block that was 365.0 cubic inches or less originally. Aftermarket block must have OEM stock dimensions as the manufacture of the chassis being used. No aluminum blocks. Billet machined blocks or heads are not permitted. Only two valves per spark plug are permitted. Turbine-driven, big blocks, turbos, blowers, superchargers, or offset engines are not permitted. Computer operated or controlled parts are not permitted. Main bearing cap must be iron or steel. The lifter bore can be pushed for the purpose of repairing a block but must be in stock location and size for the manufacture of the block. No more than ½ of the total amount of lifter may be bushed per block.
- f. 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.
- i. The minimum weight of the crankshaft must be 46.0 pounds.
 - ii. Stroke: The stroke must remain OEM stock as currently delivered by OEM with the exception. Offset grinding of the crankshafts of any kind is not permitted.
- g. Rods: Any OEM production or aftermarket rod with OEM specifications from an engine used is permitted. The modification of rod length is prohibited. No addition or removal of metal other than normal balancing is permitted. Titanium or other materials other than steel rods are not permitted. Form permitted to use 6.0-inch length rod with SVO crank.
- h. Pistons & Rings: Only flat top pistons are permitted with all three piston rings in place. Piston may not extend above the block (Zero deck). The ring lances and lowers part (skirt) of the piston may not be altered from the original in any way. Gas-porting the piston is not permitted. Floating wrist pins are permitted. Valve reliefs may be cut into the pistons.
- i. Camshafts: Any hydraulic flat tappet camshaft is permitted. No roller, solid lift, mushroom or “slapper-type” cams. Double overhead cams are not permitted. No cams over 500 lift permitted. Measurement will be taken from push rod with rocker arm removed and then multiplied by rocker arm ratio. Cam Bearings: Must remain as “stock” Babbitt type. Roller bearings are not permitted.
- j. Cylinder Heads: No high-performance heads are permitted. All heads must be a factory manufactured head by the same manufacture as the chassis being used. Heads must include OEM stock casting marks. Rocker arm studs may be pinned. Screw-in studs are permitted. Roller rockers are permitted. No aluminum cylinder heads.
- i. All heads must have a minimum 60cc as originally delivered as OEM from the factory. The “cc” measurement of the intake runner of head must remain stock with the exception of matching port.
 - ii. Matching ports in the intake port of head is permitted. The depth maximum for matching ports is 0.75-inches. The valve seat area may be cleaned up using a maximum 80 grit grinding stone.
 - iii. Unless otherwise stated, any cylinder head with ANY evidence of sanding, polishing, relieving, grinding, porting, angle milling, chemical treating, abrasive blasting to the original cast form, will be declared illegal and penalized. O-ringing the head gasket seal area is not permitted.

- iv. Combustion Chamber: The combustion chamber may not be altered in any way.
- v. Valves: Steel or stainless valves aftermarket are permitted. No hollow stem valves allowed. No titanium valves allowed. Only stock valve guide angle is permitted. Relocating valve guides is not permitted.
- vi. 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.
- k. Intake Manifold: All cars must run an Edelbrock Aluminum intake as noted with these rules. Only the following Edelbrock small block Chevy intake manifolds (aluminum) are permitted with the use of a Holley 4412 carburetor (meeting the carburetor rules): Performer series ED2012 (for use with Chevy cast iron cylinder heads), ED2104 (for use with 1987-95 Chevy cast iron cylinder heads), ED2116 (for use with Chevy Vortec or 1996-up Chevy cylinder heads), ED2121 (for use with 1966-1972 Ford cylinder heads 289/302) ED2181 (for use with 1971-1982 Ford cylinder heads 351w), ED2171 (for use with 1971-1982 Ford Cylinder Cleveland heads), ED2665 (for use with 1971-1982 Ford Cleveland cylinder heads), ED2750 (for use with 1971-1982 Ford Cleveland cylinder heads), ED2176 (for use with Chrysler cylinder heads), ED2711 (for use with 1966-1988 Oldsmobile cylinder heads), ED2156 (for use with 1965-1979 Pontiac cylinder heads). No other aluminum intakes are permitted. Porting or polishing of any intake manifold is prohibited (must remain unaltered and untouched).
- l. Carburetors: A stock Holley 4412, C, S, or CT will be the only carburetor allowed. Carburetors must pass all gauge tests.
 - i. Any modifications or components to increase or restrict airflow to the carburetors (such as velocity stacks, heat deflector shields, internal modifications not listed above, etc.) are not permitted.
 - ii. Carburetor Adapter/Spacer: A one piece or two-piece carburetor adapter maximum of 2.0-inches in height may be installed between the intake manifold and carburetor. The 2-inch 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.
 - iii. Fuel injection is not permitted.
 - iv. 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.
- m. Fuel: Only gasoline is permitted. Ethanol fuel is not allowed. All fuel must be of the same specifications, specific gravity, color, smell of gasoline only according to Federal Standards of Purity, Grade A, or AA. No additives of any kind permitted. The track reserves the right to take specific samples of fuel at any time for testing purposes. Any additives/mixing detected in fuel may result in a disqualification, fine, suspension, loss of purse, and loss of points or any combination thereof.
 - i. Penalty for fuel rule violations: Any competitor (driver and/or owner) caught using any of the illegal fuel additives as previously mentioned is subject to a minimum 60-day suspension from the date of the infraction. Suspensions will be determined based on the chemical composition of the additive in question. (Laboratory testing and list of

elements can be found in General Rules.)

- n. Flywheels: Steel flywheels and flexplates only are permitted. No lightening is permitted. The flywheel must weigh a minimum of 15.0 pounds (no exceptions). Flywheel, clutch disc, steel pressure plate must weigh minimum 32.0 pounds not including mounting bolt or flywheel bolts. No multi disc clutches permitted.
- o. Clutch: If manual transmission is used, it must have an operational OEM stock style all-steel clutch and operational starter. Minimum 10-inch diameter clutch. Stock configuration clutch must have a full scatter shield of at least ¼-inch thick steel or an approved steel bell housing. A 2.0-inch x 3.0-inch inspection hole located on the bottom of the bellhousing is mandatory for clutch inspection.
- p. Exhaust System: OEM style exhaust manifolds or chassis type headers only permitted. Must have collector designed to exit under the car only. Exhaust must extend beyond the firewall. Exhaust may not exit through the side of the car.
- q. Ignition System: All components of the ignition system must be OEM stock style. Stock style distributor with aftermarket components permitted. No MSD style box ignition permitted. An aftermarket module is permitted. A Ford solenoid is permitted. The ignition switch must be within easy reach of the driver clearly marked.
- r. Starter must be in working condition at all times.
- s. 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-year.
- t. Oil System: Wet sump system only permitted. Dry sump systems are not permitted.
- u. Battery: A battery shut off switch is mandatory and should be mounted on rear deck behind driver easily visible from outside the car and marked on/off. Any battery may be used and securely mounted between the frame rails. Gel cell or glass matted batteries recommended.
- v. 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.
- w. Radiator: Any aftermarket aluminum or copper radiator is permitted. An electric fan with a shroud is permitted. The radiator must remain in the engine compartment. Full fan shrouds are highly recommended on mechanical fan blades.
- x. **Pre-season sealing of engines is available. This will speed the tech process at the end of the event but does not apply to protests. Contact BAPS Motor Speedway or the Technical Inspector for more information.**

48. Driveline & Transmission

- a. Driveline/Transmission: The entire driveline and transmission system must remain stock OEM, within the stock dimensions for the manufacture being used. Reverse gear must be working. Automatics must use a working stock appearing torque converter, all gears must work. No racing transmission such as Bert, Brinn, or Falcon.
- b. Driveshaft: The driveshaft must be one piece in design. The U-joints must be steel. Driveshaft must be steel or aluminum only. The driveshaft must be painted white, carbon fiber or any other type of exotic lightweight metal driveshafts.
- c. 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 driveshaft to prevent the shaft from coming up through the floor in the event of a driveshaft failure. The design of the driveshaft retainer will be 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.

49. Miscellaneous

- a. 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.)
- b. Mounting ballast: The ballast must be securely mounted to the frame using a minimum of two 0.5-inch or larger bolts. Ballast may not be placed anywhere within the driver's compartment, on the firewall, in the fuel cell, etc. The mounting of the ballast is subject to the final approval of the technical inspector. No ballast is permitted above the deck level. If ballast comes off during racing conditions, minimum one week suspension.
- c. Bolts and Fasteners: Only equivalent stock or upgraded steel fasteners and bolts may be used on the car. Fasteners may be drilled for safety wire but intentional weight saving modifications (such as drilling or hollowing) is not permitted. Aluminum, titanium, or other exotic metal bolts are illegal. No dzus buttons on body panels.
- d. Weight: No car shall weigh less than 3,000 pounds with the driver after any event. Weight of the car is defined as driver in the seat, hands on steering wheel, helmet on their head, and feet on the pedals after the event. Competitors are not permitted to fill the fuel cell with fuel after the event in order to meet the minimum weight requirements. Cars missing body components will be taken into account in terms of weight after an event. If the weight loss is excessive, the driver will be asked to supply the missing parts, otherwise no tolerance on the weight will apply.

50. Tires & Wheels

- a. Tires: Any DOT-approved steel belted radial tire for street use only may be used (either 60 or 70 series tires are permitted). Bias ply tires are not permitted. No low-profile tires, slicks, recaps, snow tires, or studded winter radials are permitted. The composition and character of the tire may not be altered from original. No grooving or siping on tires allowed.
- b. Wheels: Any type of automotive steel wheel that has a maximum 8.0-inch width is permitted (see tire rule also). Racing-type steel wheels are permitted. Aluminum, magnesium, or other material is not permitted. The diameter and offset may vary. Reinforcing of wheels is permitted with plating, washers, or double nuts. Heavy-duty wheel studs and lug nuts are highly recommended. Bead locks are permitted on any wheels.
- c. Wheel Covers: Metal or plastic wheel covers are permitted only if they are bolted with 3 bolts of a minimum size ¼-inch or larger. Foam mud plugs permitted.

51. Purse: 1. \$250, 2. \$150, 3. \$100, 4. \$100, 5. \$50, 6. – 24. \$35

52. Point Fund: 1. \$300, 2. \$200, 3. \$150, 4. \$100, 5. \$75

53. Handicapping

- a. Heat Races

All drivers will draw a pill when they sign in at the pit shack. Heat races will be lined up off of pill draw.

20 cars or less:

2 Heat Races

6 Cars (Handicap), All Qualify

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

b. Consi

31 cars or less will have 6 cars qualify
 32 cars or more will have 4 cars qualify

c. Feature

- i. The first three races of the season the top 12 qualifiers from the heat races will redraw for top 12 starting spots.
 - ii. Starting week four 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 automatically start 12th in the feature. All other drivers that are in the handicap lineup there will be an inversion pill drawn that could be positions 1-11.
 - iii. 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.
 - iv. Alternate must be on track to be eligible if needed.
- d. If we have 12 cars or less we will not have heat races, but will run a feature only. The feature will be extended by 5 laps for a 25 lap feature.

2023 Extreme Stock Rules/Penalties

Rule	1 st Offense	2 nd Offense
Tires Soaking/Conditioner	200 Point Loss, 2 Race Suspension	200 Point Loss/5 Race Suspension/\$500 Fine
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/\$1,000 Fine	Season Suspension/\$1,000 Fine
Exceeding Cubic Inch Limit	200 Point Loss/5 Race Suspension/\$500 Fine	200 Point Loss/Season Suspension/\$1,000 Fine
Crank (Light Weight)	5 Race Suspension/\$500 Fine	Season Suspension/\$5,000 Fine
Alteration of Carburetor	5 Race Suspension/\$500 Fine	Season Suspension/\$1,000 Fine
Alteration of Metering Plate	5 Race Suspension/\$300 Fine	Season Suspension/\$500 Fine
Relocation of Rocker Arm	5 Race Suspension/\$300 Fine	Season Suspension/\$500 Fine
Aluminum Heads	5 Race Suspension/\$500 Fine	Season Suspension/\$1,000 Fine
No Porting/Polishing	5 Race Suspension/\$500 Fine	Season Suspension/\$1,000 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/\$1,000 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/\$1,000 Fine	Life Ban
Illegal Rears	200 Point Loss/2 Race Suspension/\$500 Fine	200 Point Loss/2 Race Suspension/\$1,000 Fine
No Racing Transmissions	200 Point Loss/3 Race Suspension/\$300 Fine	200 Point Loss/5 Race Suspension/\$500 Fine
Dry Sump Systems	200 Point Loss/2 Race Suspension	200 Point Loss/2 Race Suspension
Fighting in the Pit Area	Penalty to be determined	Penalty to be determined
Members/Team Fighting	50 Point Loss for Team	150 Point Loss/1 Race Suspension

2024 602 Crate Sportsman Rules

54. Engines

- a. 602 engines with factory seals will be accepted.
- b. All cars must run MSD 8727ct digital rev control limiter, 6,200 RPM Max.
- c. All engines must be stock.
- d. Absolutely no work can be done to the engine.
- e. If factory seals are removed, the engine is considered expired and a new one must be purchased.
- f. One single 4 barrel 650, 650hp, 750, 750hp stock carb must be used.
- g. No Tri-y or stainless-steel headers.

55. Weight: 2,350 pounds

56. Tires: Any stamped American racer tire will be accepted. Minimum compounds are 33 left front, 38 right front, 44 left rear, and 48 right rear.

57. Fuel: Racing gas, no oxygenated fuel.

58. Body/Chassis/Etc.

- a. No sail panels.
- b. Body rules can be found under the modified body rules under Big Diamond, Grandview Speedways.
- c. No cockpit adjustments besides brake bias.
- d. All chassis must be at least 1-year old.