

BETHEL MOTOR SPEEDWAY

COUNTY ROUTE 141-WHITE LAKE, NY

BETHEL MOTOR SPEEDWAY GENERAL RULES PAGES 1-20

2012 4 CYLINDER RULES

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These rules apply to everyone at Bethel Motor Speedway. It is your responsibility to read and understand these rules. Any and all questions should be directed to speedway management and/or officials. Failure to abide by these rules will not be tolerated, and anyone found in violation of these rules will be subject to penalties laid forth herein.

RULE BOOK DISCLAIMER

THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ALL EVENTS, AND BY PARTICIPATING IN THESE EVENTS, ALL PARTICIPANTS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO A PARTICIPANT, SPECTATOR, OR OFFICIAL, ETC.

THE RACE DIRECTOR SHALL BE EMPOWERED TO PERMIT REASONABLE AND APPROPRIATE DEVIATION FROM ANY OF THE SPECIFICATIONS HEREIN OR IMPOSE ANY FURTHER RESTRICTION THAT IN HIS OPINION DO NOT ALTER THE MINIMUM ACCEPTABLE REQUIREMENTS. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. ANY INTERPRETATION OR DEVIATION OF THESE RULES IS LEFT TO THE DISCRETION OF THE OFFICIALS. THEIR DECISION IS FINAL.

THE MANAGEMENT OF BETHEL MOTOR SPEEDWAY.

AMENDMENT OF RULES

Bethel Motor Speedway reserves the right to add to, delete, supersede or modify any rules, exhibits or drawings that Bethel Motor Speedway deems necessary for

the betterment and/or safety of racing. The Bethel Motor Speedway rules may be amended at any time deemed necessary. In addition, amendments may be issued during the racing season. Participants shall be responsible for being aware of and complying with all such amendments.

COMPETITOR OBLIGATION

Every driver must inspect the racing surface and the racetrack area to learn of any defects, obstruction, or anything which in the driver's opinion, is unsafe and the driver shall report that condition in writing to a Bethel Motor Speedway track official. Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that the driver is aware that auto racing involves risks and that by competing in an event the driver assumes these risks with full awareness and knowledge.

FINALITY OF DECISIONS AND INTERPRETATIONS AND COVENANT NOT TO SUE THE DECISIONS OF BETHEL MOTOR SPEEDWAY RACE OFFICIALS, MANAGEMENT, AND/OR TRACK OFFICIALS INTERPRETATION AND APPLICATION OF RULES AND THE SCORING OF POSITIONS, SHALL BE FINAL, BINDING AND NON-APPEALABLE. ALL PARTICIPANTS, AS A CONDITION OF PARTICIPATING IN A BETHEL MOTOR SPEEDWAY EVENT, AGREE THAT ALL DECISIONS OF BETHEL MOTOR SPEEDWAY RACE OFFICIALS, MANAGEMENT AND/OR TRACK OFFICIALS REGARDING THE INTERPRETATION AND APPLICATION OF THE BETHEL MOTOR SPEEDWAY RULES, AND THE SCORING OF POSITIONS, SHALL BE NON-LITIGABLE. ALL PARTICIPANTS FURTHER COVENANT AND AGREE THAT THEY WILL NOT INITIATE ANY TYPE OF LEGAL ACTION AGAINST BETHEL MOTOR SPEEDWAY, THE MANAGEMENT OF BETHEL MOTOR SPEEDWAY, ANY TRACK OFFICIAL OF BETHEL MOTOR SPEEDWAY, AND/OR THE TRACK PROMOTERS OF BETHEL MOTOR SPEEDWAY, CHALLENGE SUCH DECISIONS, TO SEEK MONETARY DAMAGES, TO SEEK INJUNCTIVE RELIEF OR TO SEEK ANY OTHER KIND OF LEGAL REMEDY. IF A PARTICIPANT PURSUES ANY SUCH LEGAL ACTION, WHICH VIOLATES THIS PROVISION, THEN THE PARTICIPANT EXPRESSLY AGREES TO REIMBURSE BETHEL MOTOR SPEEDWAY, OR THE PROMOTERS OF BETHEL MOTOR SPEEDWAY, FOR ALL OF ITS ATTORNEY'S FEES AND COSTS IN DEFENDING AGAINST SUCH LEGAL ACTION.

SECTION III GENERAL REGULATIONS

1. APPLICATION

1.1 This section applies to each and every racer, mechanic, car owner and/or all

pit personnel. Some items, obviously, do not apply to each class (you can easily determine which rules do apply to you). You are expected to know the rules - ignorance will not be tolerated as an excuse.

2. GENERAL

2.1 Members are responsible to know policies, rules and regulations set forth herein and those which become effective during the season. Information contained becomes effective upon publication. The rules and/or regulations set forth herein are designed to provide for the conduct of racing events and to establish minimum requirements for such events. Those rules shall govern the condition of all Bethel Motor Speedway events, and by participating in these events, all participants, guests, race members and staff are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with, these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

2.2 The Management or Race Director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions, in his/her opinion, that do not alter minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

2.3 Competing cars shall be inspected by the Speedway. Such inspection by an Official shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the vehicle is guaranteed mechanically sound. Be it further declared that the Bethel Motor Speedway Official(s), nor Bethel Motor Speedway, shall not be liable for any mechanical failure, nor for any losses, injuries or death resulting from the same. By participating you deem regulations & race course to be acceptable.

2.4 The Management reserves the right to make deviations or alterations to any rules or specifications necessary, which is in the best interest of competitors and the sport of auto racing and to refuse any protest if they feel it unnecessary and/or being used for harassment purposes.

2.5 Any driver competing in an INEX-sanctioned series (Legends and Bandoleros) is required to have a valid INEX license, and must produce the license when requested by track staff. Drivers found to be competing without a valid INEX license will be disqualified from the event, and will be prohibited from competing in any future event until proof of license is provided to speedway management. All minor participants in an INEX-sanctioned series must be accompanied by at least one person possessing an INEX associate license. No track points will be awarded to any driver not providing proof of proper license and/or associate license. License forms and information can be obtained at www.uslegendcars.com

3. CONDUCT

3.1 All members shall wear presentable attire. We expect you to look like a professional and act like one! Be clean, neat, uniformed and look respectable. All members and participants are subject to proper conduct. No competitors allowed near or on track. No performance of an act or participation in actions deemed by the Speedway to be detrimental to auto racing. No fighting, instigating, abuse of Officials, or vulgarity will be tolerated. Entering the pit area of a competitor is considered instigating. All members, non-members, pit crews, drivers, spectators in the pit area and/or spectator area or anywhere on property will conduct themselves in such a manner whereas there will be no fighting, no instigating, no vulgarity, no threats no abuse of any Officials and/or each other. **Verbal threats to an official is grounds for immediate removal and a ban from speedway property.** Driver is responsible for the conduct of his/her pit crew, owner, spouse, family member(s), fans, etc. Any such actions will be subject to the following penalties by the Speedway:

A. Suspension from competition including the car you were driving when such incident occurred with eviction from the Speedway property, including pit area, spectator area and parking lot; denial of further entry to the Speedway property including pit area, spectator area and parking lot for a period to be determined by Speedway Officials, including permanent eviction from the Speedway. Anyone involved can and will be removed. If necessary, local authorities will be called.

We demand courteous conduct from all participants at all times. We do not tolerate profanity, fighting, instigating, etc. in front of race fans or Officials or Management, profane signs, etc. are taboo. THINK BEFORE YOU ACT! This is a family place; conduct your self accordingly.

ASSUMPTION OF RISK

4.1 Members assume full responsibility for any and all injuries sustained, property damage and death at any time while on the racing premises or en-route to and from. No Speedway member will have any claim for expenses or damage against Speedway or its promoters or Officials regardless of negligence. No insurance on cars in pits or infield.

4.2 NO PERSONAL VEHICLES allowed in pit area until 30 minutes after last event.

5. DRUGS & ALCOHOL-NOT PERMITTED ON PROPERTY! SEE POLICY IN REAR OF BOOK

5.1 Mandatory revocation of license for member(s) using drugs at any time or intoxicating beverages before entering race premises or while in attendance. All members consent to drug or alcohol testing at discretion of Speedway. Any

driver, owner or pit crew violating this rule will result in disqualification of the car and loss of purse and points for program. Speedway management may also enforce further penalties including - but not limited to - suspension from speedway property for a specified period of time or an indefinite ban from speedway property.

6. STOCK

6.1 When used in this Rule Book, the term "unaltered" and "stock" excludes all after-market products & procedures.

7. DECISIONS

7.1 All decisions concerning scorekeeping, starter's and/or Officials decisions, suspension, disqualifications, fines and interpretation of rules by Speedway are final.

8. INSPECTION

8.1 Any car is subject full inspection by a Track Official any time prior to receipt of payoff by that car for the day's events. Failure to comply with specifications, with any parts defined not OEM or refusal to comply with Tech, will result in disqualification and forfeit all cash and contingencies, points, any trophies earned for that meet and fined \$50 first offense, to double each and every time (i.e. first offense \$50, 2nd offense \$100, 3rd offense \$200, and so on). Fine must be paid before car & driver may return to competition. At the Officials' discretion, revocation can and may be imposed.

If a car is found to have a blatant motor infraction, Management reserves the right to disqualify the car for the night (including forfeiture of points and prize money) and impose a two-week suspension on the offending driver and/or crew chief at the discretion of officials.

If a car is found to have a carburetor infraction, Management reserves the right to disqualify the car for the night (including forfeiture of points and prize money), impose a one-week suspension on the driver and/or crew chief at the discretion of officials, and confiscate the offending part.

9. DISPOSAL

9.1 Absolutely no oil is to be dumped on the ground. All disposal of oil is responsibility of driver. No tires, car parts, debris, etc. is to be left on Speedway property, removal of these items is the responsibility of the driver and/or owner. The space in which you occupy in the pit area is to remain clean.

10. COMPETITOR PERFORMANCE

10.1 Continual ill-handling or rough riding will result in disqualification. Any car which leaves the race course by 4 wheels must return only in a safe manner.

11. INELIGIBILITY

11.1 A driver who fails to compete in 2 consecutive programs of racing without good cause will start scratch.

12. PROCEDURAL RULES

12.1 The Starter has complete control of the track while racing. No protest is allowed on a Starter's decision. Rough riding will be left up to the discretion of the Starter. If he/she feels an occasion warrants, whether intentional or not, the offender will be disqualified and/or suspended.

12.2 All starts and restarts will be at the line in turn four. A jumped restart will result in you being penalized two spots for each position gained.

12.3 If you are caught putting your tires in the dirt ("playing off the surface"), you will be penalized three positions for each occurrence.

12.4 On a caution flag, any car going to the infield or pit area must return to the rear of the field. No entry will be allowed under green unless deemed safe by Official. If you can tag on the rear of the field on a restart this will be allowed and Track Official will direct you to do so. If this cannot be done safely you will not be allowed admittance to the race surface. You may not pit on a red flag, you must wait for a yellow flag. Line up is determined according to the previous scored lap before caution flag is displayed with cars involved restarting to the rear.

12.5 If there is an accident before the first lap is official, the field will be completely restarted, EXCEPT for the cars involved, who will restart at the rear. After one lap is completed restarts will be in the order in which cars were running at the last completed lap prior to the caution. DO NOT race back to the flag to try to gain positions. If red flag, restart according to line up of caution lap or last green lap is no caution. Cars involved in incident restart to the rear. You must follow the instructions of speedway officials given over the scanner – failure to do so and line up in the position you are directed to will result in a black flag and your car no longer being scored.

12.6 No repairs to be made on the track at any time, you MUST pull to the pits for any repairs, no matter how minor. Return to the track must be to the rear of the field.

12.7 Any driver causing or involved in unreasonable delays in the program, including but not limited to excessive cautions, will be disqualified at Starters discretion. Not disputable. If you are the cause of three cautions in an event, you will be black flagged from the event. If you are black flagged, you must pull off of the track.

12.8 All heat restarts will be double file, the feature restarts will be double file until half way, from that point single file. Track officials reserve the right to use

single file restarts at their discretion prior to the halfway point in any event where they feel that it will expedite the race.

12.9 No excessive speeding in the pit area or leaving or entering the track surface. Rule will be strictly enforced. Cars may not be stopped for repairs on the speedway exit road, pit road, or outside of the pit shack. You MUST take your car back to your pit area for repairs. Failure to follow this rule or keep a lane open for other traffic to move safely through the pits may result in your car being prohibited from re-entering the event and/or disqualification from the event (including forfeiture of points and prize money) at the discretion of speedway officials.

12.10 An 11:00 p.m. curfew will be in effect. All racing activity may cease at that time. The leader of any race curtailed by the curfew will be declared the winner. Any feature event not started by curfew may be carried over to another date or canceled at the discretion of Track Officials. If deemed necessary by Track Officials a 20 minute time limit can and will be enforced during feature events.

12.11 Any car failing to take first green will not be allowed to compete.

12.12 No car will be permitted at any time on the racetrack without specified muffler. If the muffler falls off during a race, you will be black flagged off the track, no matter what, even if you are the leader! Therefore, be sure your muffler is securely in place.

12.13 All exhaust systems must be intact before, during and at the end of each and every race.

12.14 All cars must be on the line up grid ready for their event, we will not wait. If the cars have started to the racing surface you may join to the rear. Car must start each event on his own power or start at rear.

12.15 We would expect that pride be taken in the track property, and that everyone would be responsible for cleaning of their own garbage. Please make use of the garbage cans.

12.16 Due to insurance regulations, no coolers, no glass bottles, absolutely no outside food or drink is to be brought into the pit area and/or spectator area. These items are not permitted on the Speedway property. This rule will be strictly enforced, please dispose of these items before entering Speedway property.

12.17 At no time is anyone: pit crew member, family member, etc. allowed on track surface while vehicles are on track. Violators can and will be permanently removed from track property.

12.18 At the end of the evening's racing event with respect to our surrounding neighbors, we expect everyone to leave in quiet manner. Anyone causing a disturbance will be penalized and/or suspended.

13. FINAL POINTS/WINNINGS- Driver must attend Annual Awards Banquet in order to claim final points winnings and/or trophies. Only drivers who have previously purchased a Bethel Motor Speedway membership license will be eligible to receive point fund money at the banquet. NO Exceptions!

SECTION IV MEMBERSHIP POLICY

1. GENERAL MEMBERSHIP - No membership required to enter restricted area. Any person entering pit area must be a minimum of 14 years of age with identification to prove so. Persons under the age of 14 will only be allowed to enter the pit area after providing proof of an INEX license and when accompanied by an adult in possession of an INEX associate license. Members 14 to 18 years of age must have signed Speedway release form with membership application. All applications subject to approval. Improper use of license shall result in revocation. No exceptions.

2. GENERAL RESPONSIBILITY - Members are independent contractors, not employees of Bethel Motor Speedway, and assume full responsibility for any taxes or charges on any funds or prize money received from the Speedway.

3. DRIVER - Driver must be a minimum of 16 years of age, possess a driver's license or learner's permit. Member must be of sound physical condition with medical verifications, if necessary. Drivers, car owners, or pit personnel of any car competing for points may purchase a one-day permit. Drivers may be allowed to compete in the 4 Cylinder class beginning at age 14, or in the Legends or Bandoleros at age 8 (with a valid INEX license and accompanying associate license). Drivers under the age of 14 will be allowed only in the Legends and Bandolero classes, and only after providing proof of a valid INEX license and when accompanied by an adult in possession of an INEX associate license.

4. Drivers, Owners and Crew Members pay a \$60.00 fee (before March 31st) (\$85.00 after March 31st) for a membership at Bethel Speedway. Members and anyone participating are subject to conform to the rules herein.

5. A license is issued to one person and is NOT transferable. The license must be shown at each race meet in order to get a pit pass, and can only be used ONCE at each race meet.

6. Any member who permits someone else to use his license shall be fined not less than \$100.00 and/or be disqualified.

7. All persons must be 14 years of age and over entering the pits and restricted areas must be year long members or temporary members who have purchased one-day permits and have read and signed a release sheet. The general spectator public is not allowed to enter the pits at any time. **NO EXCEPTIONS!** Persons under the age of 14 will only be allowed to enter the pit area after providing proof of an INEX license and when accompanied by an adult in possession of an INEX associate license.

8. Each pit entrant must read and sign a release sheet for the event when entering the pits and restricted areas. Any person entering pit area must be a minimum of 14 years of age with identification to prove so, **except in the event of a licensed INEX member accompanied by an adult in possession of an INEX associate license.** Anyone under 18 years of age must have parent and/or guardian read and signed Speedway release form for minors under 18 years of age.

9. Bethel Motor Speedway assumes no responsibility to any bodily injury, disability or death resulting from racing meets.

10. Bethel Motor Speedway assumes no responsibility for damage to or loss of your equipment, vehicle or any parts by any means whatsoever.

No personal vehicles are permitted in the pit area. NO EXCEPTIONS!

No Pets, dogs, etc. of any kind are permitted anywhere on Speedway property, including pits, grandstand area, and parking area, this includes inside of any vehicle or trailer. NO EXCEPTIONS!

SECTION VI MANDATORY SAFETY RULES FOR ALL DIVISIONS

This section will address all rules consistent in all events. Many rules will apply to drivers in all divisions and should be considered required unless noted.

1. GENERAL

1.1 All cars are subject to inspection at any time and must be free of mechanical defects and in safe racing condition. It is the responsibility of the driver to prepare each car FREE of defects and in safe racing condition. Any car found to be not approved for competition may not compete unless corrections have been made. At any time, before, during or after an event Officials may require additional

measures or equipment to make determinations, as they deem necessary to further reduce the risk to competitors.

1.2 HELMETS are required and must be SHCA or Snell type full coverage and must be worn at all times car is on the track. Helmets - Snell SA05 or SF13.1 or 41.1 required. (2005 or newer). "M" rated helmets are not permitted for competition. SFI approved driving suit, top & bottom, of flame retardant nature must be worn by all competitors. Suits must be in good condition, and suits with holes will not be permitted. FIRE RETARDANT NECK BRACES, FIRE RETARDANT GLOVES AND FIRE RETARDANT SHOES ARE REQUIRED. FLAME RETARDANT UNDERGARMENTS ARE HIGHLY RECOMMENDED.

1.3 A quick release type approved safety belt & shoulder harness at least 3 inches wide, competition lap belt and sub strap are required. Metal to metal buckles are required on shoulder and seat belt. The shoulder harness should be mounted even with or slightly below driver's shoulders. Seat belt and shoulder harness are recommended not to be more than one (1) year old. Seat belts will be inspected by Track Officials, and must be dated within five years (i.e., in order to be legal for the 2012 season, the date stamped on the belts can be no older than 2007). Seat belts without a legible date stamp on them will NOT be allowed. Both ends must be fastened to roll bar cage with aircraft quality bolts not less than 1/2 inch in diameter. A steel plate may be welded to the roll bar cage on the right side of the driver so the belt can be brought down in such a manner that it will prevent the driver from sliding side to side under the belt. The belt must come from behind the driver. Window nets are mandatory. Approved padded headrest is mandatory. Shoulder harness inertia reel cannot be used. Belts may be rejected if not in good condition. SEAT BELTS MUST BE WORN TIGHTLY & SECURELY AT ALL TIMES WHILE ON SPEEDWAY!! ALL DIVISIONS-NO EXCEPTIONS!!

1.4 Shock resistant roll bar padding on all bars that the driver could come in contact with while strapped in the seat. No pipe covering or cushion foam may be used. Center top of steering wheel must be padded with at least 2 inches of resilient material.

1.5 Driver's seat must be fastened to the frame and must be located a minimum of eight (8) inches from the inside of the closest driver's door bar. Rib rest shall remain flexible and not reinforced.

1.6 Window nets are required and to be used at all times. It is mandatory that the seat buckle method of mounting be used.

1.7 All drivers must be protected by a neck brace at all times, including practice. NO EXCEPTIONS!

1.8 It is required that all race cars have an approved fire extinguisher with the pit crew within ready reach for an emergency. The container cannot be concealed in any manner.

1.9 No electronic equipment or electronic appearing equipment allowed other than ignition, when allowed.

2. CAR APPEARANCE AND LETTERING

2.1 All race cars must be neat appearing with a good paint job. A number of at least 24" in height must appear on both doors and on the roof of the car in contrasting colors. Keep in mind, CAN'T BE SEEN - CAN'T BE SCORED!

2.2 Inspector reserves the right to request body sheet metal to be replaced and painted should it get beat out badly.

2.3 Dark colors should not be used as a main scheme of car.

2.4 The hood must be run ON THE CAR in all events and must have a positive fastening device - no car shall run in any event without the hood on and secured with at least 4 hood pins.

2.5 Front Bumpers must be painted with a bright color.

2.6 Take pride in the cars you build. We want to make this Track a place that we all can be proud of. Make your team as professional as possible.

3. FUEL REQUIREMENTS

3.1 Fuel cell is mandatory in all divisions. Plastic cells must be mounted in a steel container. Filler neck must be completely inside the trunk area - no access holes. Trunk must have to be opened to fill tank. Maximum size 22 gallons, unless specified otherwise. A fuel shut-off within easy reach of the driver, while strapped in the car is mandatory. This shut off must be clearly labeled "ON"/"OFF". A check valve (PVC) is MANDATORY on fuel tank vent. Fuel cells must be separated from the driver's compartment by a full, complete and safe metal firewall.

3.2 Absolutely no nitrous oxide will be allowed - no additives of any kind. GASOLINE ONLY AS A FUEL. ALL FUEL TANKS ARE SUBJECT TO TECHNICAL INSPECTORS APPROVAL.

3.3 No electric fuel pumps. No glass bowls or filters. Steel or braided fuel lines only, no aluminum or copper.

4. MISCELLANEOUS

4.1 No car will be permitted at any time on the racetrack without specified muffler. At the discretion of the Officials, any car deemed too loud will not be allowed to participate. If the muffler falls off during a race, you will be black flagged off the track, no matter what, even if you are the leader! Therefore, be sure your muffler is securely in place.

4.2 Appearance of pit personnel must be neat and clean. Anyone in pit area and/or spectator area must wear a shirt at all times.

4.3 No mirrors or two-way radios of any kind. No communication devices other than approved scanner to receive communication from speedway officials.

4.4 Air cleaners are mandatory on all vehicles.

4.5 Radiator overflow catch cans are mandatory on all vehicles, securely mounted under hood.

4.6 Antifreeze CANNOT be used. No Engine Additives, Example: Water Wetter, 20 Below, etc. Water Only.

4.7 5" Spoiler width of trunk lid allowed.

4.8 All cars are to be equipped with two throttle return springs. One must be mounted directly to the carburetor throttle shaft.

4.9 No plastic collars on removable steering wheels.

4.10 Cars without a full windshield must have the rear of the hood sealed or equipped with a deflector to prevent hot liquids from entering driver's compartment.

4.11 All persons expecting to participate MUST be fully familiar with safe operation of a racecar and motor vehicles in general. It is your responsibility to be qualified to properly handle your car.

4.12 Brakes must be operating on all four (4) wheels and must lock all four on inspection.

4.13 In the event of an accident - DO NOT GET OUT to examine your car.

4.14 Any time the word "stock" appears in this book to describe a car, component of parts, it is defined to mean a part or component which is available "over the counter" from GM, Ford, or Chrysler authorized dealers as an Original Equipment

Manufacturer (OEM) replacement part. No "over the counter" speed parts from any racing division of any of these or other manufacturers.

4.15 Tire softener is NOT permitted on property, and its usage is not recommended by Track Management.

4.15 In divisions where a transponder is required (for the 2012 season, this includes Sportsman, Pro Stock, and Legends), it is the driver's responsibility to be sure that their transponder is charged and functioning properly. If you have a question about whether your transponder is functioning properly, it is YOUR responsibility to ask track staff to check your transponder during hot laps, and track staff will make every reasonable effort to alert you to any issue with signal strength or charge. If a driver's transponder ceases to work during the course of an event, the car will only be scored until the point that their transponder stops reading. Any driver caught improperly mounting their transponder in order to gain an advantage will have their finish position adjusted and/or be disqualified from the event (including forfeiture of points and prize money) at the discretion of speedway officials. If you have a question regarding the mounting location of your transponder, it is your responsibility to verify it with speedway officials prior to competition.

SCANNERS ARE REQUIRED AND ARE TO BE MOUNTED BEHIND AND OUT OF REACH OF DRIVER. No other form of one- or two-way communication permitted. SCANNERS MUST BE IN WORKING ORDER AT ALL TIMES — CHECK YOUR BATTERIES! Any car found to be without a working scanner may be black flagged and disqualified from the event at the discretion of speedway management.

SECTION VII HANDICAPPING & SCORING

1. Every driver will have an assigned number (by the handicapper) and it is on a first come, first serve basis. Numbers must be a minimum of 24". All cars must be registered with the handicapper a minimum of 30 minutes prior to the beginning of the evening's events. Cars will not be registered for competition for the evening until both the car and the driver are present. Those who are late will start to the rear of the next heat race. The number of cars to be qualified in each heat will be decided by the handicapper before the first heat. (See Handicapping Procedure examples in rear of Rule Book)

2. A driver qualifying two or more cars, must drive the last car qualified in the feature. The other car(s) is not eligible.

3. All driver changes must be reported to the handicapper. All drivers that change cars must go to the rear (Driver responsibility). If driver change is unreported, points for the event will be forfeited.

4. Points are awarded to the driver, not the car. Points are official when posted. Driver has 24 hours to protest point standings for recheck. Recheck of point standings will not be done during racing events.

5. All drivers must be ready to compete and have their cars ready when they are called for lineup. All cars must be on the line before the previous race is finished. If you are not on the line when the cars enter track, you must go to the rear.

6. The scorer(s) will determine all positions for restarts and all finishing positions. His/her decision is final! Not disputable!

SECTION VIII FLAGS

1. GREEN: Start the race. On original start all cars must stay in line until past the starter's stand. On restarts, racing resumes immediately upon display of the green flag. The pole man (leader) starts the race.

2. YELLOW: Caution!!

GO SLOW, hold your position, no passing, stay in line, the outside car gives way to the inside car. The passing car must be completely ahead to assume forward position, until either a green flag is displayed or a red flag which automatically stops the race.

a. Any car falling out of position during a caution does not go back to his position, fall in where you gain momentum, in the case of the field passing you, go the rear. The only exceptions are if the car comes to the finish line to question starting position or to inform starter of a hazard.

b. Any car involved in or spins to avoid an accident or ceases forward motion when the yellow is displayed is considered involved and therefore must go to the rear.

c. In the event a pace car is used, any car passing the pace car will be penalized.

d. Passing under the yellow flag is strictly prohibited, the penalty for such will be two (2) positions for every one (1) car passed.

3. RED FLAG:

STOP IMMEDIATELY! - DANGER - Stay in the car. Do not block exits or entrances. Obey Officials instructions. No pulling to the infield or the pits on red, you must wait until yellow is displayed. No working on cars. Pit crews are not permitted on track at anytime for any reason. Officials are not permitted to work on cars - Do Not Ask.

4. BLACK FLAG:

Go to your pit area immediately for consultation. Driver shall not continue in the race after getting the black flag. Slow down, keep clear of the other cars and pull

to the pit area. Failure to obey a black flag will result in disqualification. The black flag does not mean automatic disqualification; it could mean something is wrong with your car. If participant fails to comply with black flag, they are subject to forfeiture of all points & money for event.

5. BLUE AND YELLOW FLAG:

Move to the inside of the track, you are about to be lapped by the leader. A driver using the lap flag to his advantage, by passing a car who has slowed to obey the flag, will be penalized at the discretion of the starter. A driver who ignores the lap flag will be penalized or disqualified at the discretion of the starter.

6. WHITE FLAG:

You are in your last lap.

7. CHECKERED FLAG:

The race is finished. When the required race distance has been completed by the leader, the race will be declared "official".

SECTION XIV
PENALTIES

1. Any Speedway member violating these rules may be penalized by appropriate race disqualification, suspension or revocation of Speedway membership.

2. Where no penalty is prescribed, the following may be assessed:

A. 1st violation: 25 point loss & \$25.00 fine

B. 2nd violation: 50 point loss & \$50.00 fine

C. 3rd violation: 75 point loss & poss. membership revocation

3. Any Speedway member under suspension shall not be permitted to participate or enter into the pits or racing or spectator area during suspension. Any member on probation for improper conduct will not be allowed to compete until probation is terminated.

4. Any driver failing to participate in the trophy presentations, except for reasons beyond the control of the entrant, or improper or inappropriate conduct such as remarks concerning other competitors, officials or other persons will forfeit his finishing position, including prize money, points & trophy.

SEAT BELT/HARNESS INSTALLATION FOR ALL DIVISIONS

Floor mount hardware on the ends of lap belt that attaches your belt assembly to the floor must be mounted in vertical position. When using this type of hardware, for any reason, must be mounted vertically. **Seat belt and shoulder harness are recommended not to be more than one year old. Seat belts will be inspected by Track Officials, and must be dated within five years (i.e., in order to be legal for the 2012 season, the date stamped on the belts can be no older than 2007). Seat belts without a legible date stamp on them will NOT be allowed. SEAT BELTS MUST BE WORN TIGHTLY AND SECURELY AT ALL TIMES WHILE ON SPEEDWAY! NO EXCEPTIONS!**

Become familiar with the installation, use & operation of your system.

1. Antisubmarine belt should be anchored behind the chest line.
2. Seat belts anchored apart, the width of the driver at an angle of 45 degrees to the floor of the car.
3. Anchor shoulder straps at a point four (4) inches below shoulder.
4. Seat belt anchor should be positioned 2 1/2" forward of the driver's extended back line.

All mounting brackets should be attached directly to the frame or chassis of car, and installed to the limit of the driver's body travel both upward and forward.

DO NOT MOUNT TO THE SHEET METAL FLOORBOARD!

STEP 1. - INSERT STRAP THROUGH TIGHTENING BUCKLE

STEP 2. - PULL STRAP TO 8 - 10 " BEYOND BUCKLE, FOLD EDGES AND INSERT INTO MOUNTING BRACKET.

STEP 3. - FOLD BACK STRAP AND RE-INSERT THROUGH BUCKLE SHOWN.

STEP 4. - FOLD BACK STRAP AGAIN AND INSERT THROUGH BOTTOM PORTION OF BUCKLE.

STEP 5. - SEAT BELTS WILL BE REJECTED IF NOT IN GOOD CONDITION.

POLICY REGARDING THE USE OF OR POSSESSION OF ILLEGAL DRUGS, SUBSTANCES, AND/OR ALCOHOL

1. ILLEGAL DRUGS, DEFINITION:

Illegal drugs are those substances defined and prohibited by state and/or federal laws.

2. GENERAL PROHIBITION:

Possession or use of illegal drugs, drug substances, and/or alcohol as defined above, is strictly prohibited in any form, by any participant at Bethel Motor Speedway, either on the speedway grounds, or in any area considered to be used in the operation of the Speedway, such as parking lots or leased properties.

3. PARTICIPANT, DEFINITION:

A participant is any person taking part in any event at Bethel Motor Speedway in any form, including but not restricted to drivers, car owners, mechanics, crew members, sponsors, track officials or pit area observers, and spectators. All such persons shall be considered public figures who have by their own choice become involved in auto racing events at Bethel Motor Speedway, with the full understanding that he or she must abide by the rules and regulations established and published or announced by Bethel Motor Speedway. All participants are considered to be responsible for their personal conduct and/or the conduct of their crew members, car owners, spouses and/or family members.

4. VIOLATIONS AND PENALTIES:

Any person found to be in possession of or under the influence of an illegal drug or drug substance or alcohol on the speedway property, as defined above, OR any person who is arrested by duly-constituted authorities and charged with possession and/or use of illegal drugs or drug substances or alcohol, OR any person who is formally charged by a court of law with illegal drug violations, SHALL BE SUBJECT TO THE FOLLOWING PENALTIES BY THE SPEEDWAY:

A. Suspension from competition and eviction from the speedway property, and denial of further entry to the speedway for a period to be determined by speedway officials.

B. Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to Bethel Motor Speedway management by that agency, shall be suspended from all forms of participation at Bethel Motor Speedway until such time as the charges are fully adjudicated through the legal process. Any participant convicted of a formal drug charge by such process of law will be prohibited from taking part in any Bethel Motor Speedway events for a minimum period of 30 days from the date of conviction.

5. APPEAL AND HEARING:

Any participant suspended for violation of these rules may be granted an appeal

hearing by a board of officials designated by Bethel Motor Speedway, provided that the suspended participant requests such a hearing, in writing, within 14 calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request if a hearing is desired.

6. REINSTATEMENT:

A participant suspended for violation of these rules, EXCEPT IN THE CASE OF PERSON/PERSONS CHARGED WITH SELLING DRUGS, may as the result of a decision reached through the hearing process detailed above, be reinstated, if it is mutually agreed that the participant -- at his or her own expense will produce documentation from a physician licensed within the state, certifying that he or she is drug or alcohol independent as a result of random and periodical examinations and urinalysis testing, made at the request of Bethel Motor Speedway management.

7. PRESCRIBED DRUGS:

If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief pit steward or racing director prior to the participant's entry into any speedway activities. Failure to do so notify will subject participant to penalties as prescribed above. If such prescription drugs inhibits the participant's ability to operate a motor vehicle he/she may not participate in any speedway activities and may not operate a motor vehicle on speedway grounds.

BETHEL MOTOR SPEEDWAY 2012 POINTS AND HANDICAPPING PROCEDURE

For the 2012 season, Bethel Motor Speedway will utilize a new points system that is designed to keep competition level throughout the season. Feature event points will be awarded with 40 points for a win, and a two-point drop for each position (i.e., 1st place – 40 points, 2nd place – 38 points, 3rd place – 36 points, and so on). In the event that there are more than 20 cars in a feature event, any driver taking the green will be awarded two points. Drivers will be handicapped for their starting position in their heat race only. Handicapping will have no effect on feature starting positions.

For any division with fewer than 10 cars on any given night, speedway management reserves the right to eliminate heat races at their discretion. In the event heat races are not run for any division, five (5) laps will be added to the feature event length for that division.

Heat race points will not be awarded for any classes in 2012. A driver's heat race finishing position will determine their starting position in their feature, with the exception of the top six cars. The first six positions for each feature event will be determined by a redraw. One division will be chosen weekly to pick the redraw, and that redraw will apply to all classes in competition that night. ONLY the top

six heat race finishers will be eligible to take part in the redraw, and any driver failing to report to the start/finish line at the designated time to participate in the redraw will automatically have their position placed last in the redraw.

Redraw order will be determined by heat race finishing order – i.e., the driver who finished first in the first heat race will redraw first, the driver finishing first in the second heat race will redraw second, and so on.

Starting positions from seventh back will be determined based on heat race finish positions. Any driver who fails to finish their heat race will be placed at the rear of the field, provided they are qualified for the feature event and do not have to run a consolation race (consi). In the event a consi is needed, all drivers not finishing their heat race will be placed at the rear of the consi.

Following is an explanation of how handicapping works for heat race starting positions:

Each driver has his/her points received over the past three weeks in feature events only added together, which will give him/her a designated value. Those earning the least amount of points over the three week period will start in the front of the pack, and with the more points accumulated, the further back the driver will start. A driver's standing in the points does not affect starting position – only the points accumulated in the prior three weeks are used to determine handicapping.

A driver must have been to the speedway a minimum of THREE TIMES before he/she can be handicapped. Before he/she has recorded three appearances, they will be tagged onto the rear of the field. If a driver has made three starts and misses a week FOR ANY REASON, they will be given 40 "phantom" points, which will be added into their handicap points. If driver is at the track but fails to start the feature, they will be given handicap points for one position further back than last. For example, if 14 cars start the feature on that particular night, they will be given 15th place handicap points.

Example:

Driver A has a 4th, a 2nd, and a no show, so their handicapping would look like this:

$34 + 38 + 40$ (no show) = 112 handicap points.

Driver B has a win, a 2nd, and a 15th place:

$40 + 38 + 12$ = 90 handicap points.

So even though Driver B has a feature win in the past three weeks, he will still start ahead of Driver A because he has fewer handicap points.

Legends and Bandoleros will not be handicapped for any heat race event. These divisions will participate in a "draw" for heat race starting position on a weekly basis. Each driver's starting position in the heat race will be determined by the draw; feature event lineup procedure will be the same as outlined above with a redraw for the top six starting spots. In the event that either of these classes does not run a heat race, the feature lineup will be determined by the draw.

Starting positions are not up for debate, and therefore, arguing with the race director, handicapper, promoter, or any other official will not be tolerated and will have no effect on the line up.

2012 BETHEL MOTOR SPEEDWAY 4 CYLINDER RULES

(Last Updated 12/27/11)

1. GENERAL

The 4 Cylinder division has been created as an affordable, entry-level class. The intention of the division is to allow beginners and those on extremely low budgets to participate easily and still be able to be competitive. Any car which deviates from the intentions of this class will be disallowed at the discretion of the speedway management. All modifications made to the cars in this division must be for safety reasons only. Any car deemed overly dominant will be impounded by the Speedway management for a thorough tech inspection. So that this inspection can be completed to Speedway satisfaction, vehicle will be held until inspection is complete which can and will be beyond that night's racing events.

Since many of the drivers in this division will be inexperienced, the speedway would like to provide a reasonably large amount of laps to allow "seat time" needed for drivers to gain the experience necessary to move on to other divisions in the future.

The 4 Cylinder class will be split into two divisions – Novice and Advanced. Drivers under the age of 18 will automatically be placed in the Novice division. They will remain in this division until they have won a championship, collected five feature event wins in a single season, or have competed in the division for three full seasons. When one of these criteria has been met, the driver will be moved into the Advanced division for the following season. Drivers who are over the age of 18 but new to racing will have the option to choose which of the divisions they wish to compete in, with the understanding that track management reserves the right to move any driver who starts out in the Advanced division down to the Novice division at their discretion if the driver exhibits apparent difficulty competing with the more experienced drivers. Drivers over the age of 18 who elect to start out in the Novice division will also be moved to the Advanced division for the following season after winning a championship, collecting five feature event wins in a single season, or after the completion of three full seasons in the Novice division. In an effort to maintain competitiveness, drivers will be allowed to compete in the Advanced division if they have moved up a single class in competition (i.e., Street Stocks). Once a driver advances above the Street Stock division, they will only be able to compete in the Advanced division after being inactive in any other racing division for a minimum period of **one full season.**

Drivers will be able to compete for points in only a single division, but the rules will be the same for both divisions, making it possible for a single car to be run by both a newer driver and a veteran one in the same night. The same tech procedures will apply to cars in both of the divisions, however, and a disqualification in either division's event will result in the forfeiture of points and

prize money for any driver who competed in that car at any point during the night. In the event that a car is disqualified following the first feature of the night, that car will be unable to compete in the later feature. In the event that a car is disqualified following the second feature, the driver who competed in that car during the first event (if any) will also forfeit all points and prize money for that night.

2. SAFETY EQUIPMENT: While cost is a major factor in the rules and specifications for this division, the speedway vigorously recommends all participants to utilize all available safety gear. The following items are the minimum required and of course participants are encouraged to use additional safety equipment available to them.

REQUIRED SAFETY EQUIPMENT:

2.1. Snell 2005 or newer crash helmet (securely strapped on at all times). "M" prefix Snell rating helmets are NOT allowed.

2.2. Full long sleeve fire suit in good condition. Suits with holes will NOT be permitted.

2.3. 5 point racing style seat belt and shoulder harness worn tight and secure at all times.

Seat belts will be inspected by Track Officials, and must be dated within five years (i.e., in order to be legal for the 2012 season, the date stamped on the belts can be no older than 2007). Seat belts without a legible date stamp on them will NOT be allowed.

2.4. Driver's side window net

2.5. Properly installed 4 point roll cage

2.6. Neck Collar

2.7. Racing gloves and shoes

2.8. Aluminum Racing Seat

HIGHLY RECOMMENDED SAFETY EQUIPMENT: Fire retardant underwear and helmet sock

3. ELIGIBLE CARS: The 4 cylinder division is open to any steel bodied North American manufactured passenger car built from 1978 through 2002 which was originally available with a front wheel drive, four cylinder gasoline engine. Excluded are trucks, convertibles, four wheel drives, rear wheel drives, mid-engine, aluminum bodied, fiberglass or composite bodied, and special production

sports cars. All cars are subject to approval by speedway management.

Any car deemed to be outside the intentions of the division will be disallowed at the discretion of the speedway management. If you have any question as to the eligibility of your car, please ask management to approve it before you waste valuable time and materials constructing a car which may be disallowed.

4. WEIGHT: All cars must weigh 2,300 pounds after race, with driver in the car, no fuel added. Any car adding weight will do so, adding it evenly to right and left side. No left side bias allowed. Additional weight will be painted white in color, and be marked with car number.

5. BODIES:

5.1 All bodies must be steel and remain completely stock as manufactured. Body style must match chassis and engine being used. Chevy match Chevy – Ford match Ford, etc. Absolutely no interchanging of bodies. No homemade aftermarket or flat sheet metal body parts will be permitted. Stock O.E.M. sheet metal only.

5.2 Body and interior must be completely stripped of all glass (except windshield), trim, lights, molding, etc. No gutting or skinning of body panels allowed (except doors, only if equipped with optional curved door bars extending to outer skin). Any car deemed to be excessively lightened by gutting/skinning of body panels will be disallowed at the discretion of speedway management.

5.3 Doors must be securely bolted, and welded shut. Hoods and trunk lids must have the stock style latches removed and be secured shut with quick release type hold downs (hood pins recommended). No bungee cords or chains allowed on hoods or trunks.

No Rub Rails.

5.4 Fenders may be reasonably radiused for additional tire clearance.

5.5 Bumpers must be stock O.E.M. style steel, aluminum, or plastic. No tubing or pipe bumpers or reinforcements allowed. Original bumper may be replaced with different stock bumper which is compatible in size and width for the car it is fitted to. No sharp edges on bumpers, bumper corners may be attached to fenders with sheet metal guards to avoid hooking and gouging. All bumpers must be securely fastened by bolting and/or welding, and must additionally be chained to the car's frame.

Full front windshield mandatory. Windshields may be retained as long as any defects (crack, scratches, etc.) do not interfere with the driver's vision. If the stock windshield is removed, it must be replaced with full width heavy gauge wire mesh

screen with at least one center support or full Lexan windshield with two minimum 1/8 inch x 1 inch center supports (inside and outside) from the dashboard to the roof. Straps must be solid, no pipe strap allowed. If for any reason the windshield gets broken, it must be replaced or taken out and replaced with heavy gauge wire mesh screen with at least one center support or Lexan with two center supports (inside and outside) from the dashboard to the roof. NO plexiglass allowed. Lexan windshield, if used, must be secured with rivets or threaded bolt with nut. No self-tapping screws.

6. FRAMES AND SUSPENSION:

6.1 Minimum wheelbase for this class will be 100", and must measure the same, side to side. No shortening of the left side. This measurement will be taken from the center of the rear hub to the center of the lower ball joint, with the car raised, and both front wheels removed.

All frames, uni-bodies, sub-frames, etc., must remain completely stock as manufactured. Stock wheelbase and ride height is to be maintained, wheel base must measure the same on both sides. No lowering or torching of springs. No modifications to the shock/strut towers will be allowed (except for the repair of rusted sections).

6.2 Springs, shocks and struts must be stock "O.E.M." components only! No slotting of strut plates to increase camber/caster settings. Unaltered cambered bolts allowed for alignment purposes only! No jacking bolts allowed. All ball joints; control arms, sway bars, track (pan hard) bars, or other suspension locating devices must remain completely stock as manufactured, with no modifications allowed.

6.3 Steering must remain stock as manufactured. Stock steering pump, rack (or box); column, tie rods, and spindle arms must remain completely stock as manufactured. A quick release type steering wheel (optional) is allowed on the stock column.

6.4 Brakes must be operable and effective on all four wheels (car must lock all 4 wheels upon inspection). All brake components must be stock "O.E.M." parts as manufactured. No modifications allowed to master cylinder, calipers, rotors, hubs, axles, drums, etc. Rear disk O.E.M. brakes will be permitted if they were originally installed. The emergency parking brake mechanism must be removed.

7. ROLL CAGE AND COCKPIT:

7.1 The driver's compartment (cockpit) must be completely stripped of all glass (except windshield), seats (except driver's seat), upholstery, headliners, insulation, excess wiring, lights, plastic trim, door panels, consoles, etc. (The dashboard may remain optional). If car is equipped with air bags they must be

removed. All items such as shifters, steering columns, dash boards etc., that the driver's head, arms, knees could come in contact with must be adequately padded for safety. No sharp edges should be left in the driver's area.

Front loop allowed: 1 brace to each strut tower, but not connected across the motor.

Tow Hooks must be provided.

7.2 Fire walls and floor pans must have all holes securely sheet metaled over to isolate the driver from the engine compartment and gas tank area. Hatch back style cars with a fuel cell installed in the trunk area must have a steel firewall and shelf installed to completely seal off the fuel cell's area from the driver.

7.3 Seat installation must be approved by the speedway. An aluminum racing style seat is mandatory, installation to be the same as Street Stock Class. A mandatory support from the roll cage cross bar to the back of the top of the seat is required.

7.4 Seat belt installation must be approved by the speedway. A racing style 3" wide 5 point seat belt (in good condition) is required. Seat belts will be inspected by Track Officials, and must be dated within five years (i.e., in order to be legal for the 2012 season, the date stamped on the belts can be no older than 2007). Seat belts without a legible date stamp on them will NOT be allowed.

The shoulder straps of the seat belt must be solidly mounted to the shoulder height crossbar in the roll cage. The lap belt straps may be bolted into the original seat belt mounts at the floorboards (as long as original mounts are not rusted). Lap belts may not be installed into un-reinforced floorboard areas. Lap bolts should be mounted to roll cage. The sub-marine strap may be 2" width and mounted to floorboard with heavy-duty washers on fastener. Additional roll cage material may be added as an option, so that lap belts can be mounted to cage.

7.5 Roll cage construction must be approved by the speedway. A minimum 4-post roll cage is mandatory. Additional bars are allowed in the cockpit area as an option. All roll cage bars are to be constructed of heavy wall steel pipe (minimum 1-1/2" outside diameter and 0.095" wall thickness). No angle iron, channel, exhaust, soft galvanized, or threaded pipe will be permitted. All roll cage joints must be fitted, notched, welded (no brazing or soldering) and gusseted to acceptable roll cage construction standards. Wherever the 4 main roll cage posts meet the floor plan uni-body structure, a minimum 1/8" thick 3" x 3" plate must be attached to the car's sheet metal structure to help distribute the forces of the roll cage on the frame in the event of a roll over. The roll cage must be mounted to structural areas of the uni-body, and not to flimsy floorboard areas. A main hoop shall be installed just behind the driver extending from rocker panel to inside of the roof pane. The roll cage must be the full width of the car inside the door jamb

area. A mandatory bar shall be installed at shoulder height, full width behind the driver's seat. This bar will serve to locate the shoulder straps of the seat belt and will support the back of the driver's seat. A crossbar at the front in the dashboard area is recommended. The main hoop of the roll cage must be connected to the front uprights of the roll cage with a bar at least 2" above the driver's head (with helmet on) on each side of the roof area. Additionally there must be 2 supports in the driver's side door. If doors are gutted, then door bars must be curved to extend to the inside of door skin. If straight bars are used in the door area, then door must remain un-gutted (complete door frame shall remain for extra protection). All roll cage pipe must remain in driver's compartment. No roll cage tubing shall extend into engine compartment. All roll cage bars which the driver's head could contact must be padded with racing style padding.

7.6 Window net on the driver's side window is mandatory. A string ribbon, or mesh racing style net will be required. Window net must be solidly attached at the bottom (no tie wraps) to either the door frame (if door has not been gutted) or horizontal door bar. At the top, the window net must have a quick release mechanism, so that the driver's compartment can be accessed quickly (seat belt latches work well).

8. ENGINES AND TRANSMISSIONS:

8.1 ONLY stock as manufactured four (4) cylinder **single cam gasoline engines** with a maximum displacement of 2650 cubic centimeters will be allowed. **NO dual cam engines permitted.** Carbureted or fuel injected will be permitted. No turbo charged, supercharged, diesel powered, rotary, or "QUAD-4" engines will be permitted. Engine must match body and chassis, Chevy to Chevy - Ford to Ford, etc. absolutely no interchanging allowed. **No Ford-Mazda, or Chrysler/Dodge-Mitsubishi, or any other American Import Combinations with Import motors allowed.** Must maintain all stock dimensions and continue to utilize all stock O.E.M. components (including, but not limited to air cleaner, air filter, induction system, intake manifold, cylinder head, valves, camshaft, pistons, cylinder bore, crankshaft stroke, exhaust manifold, water pump, starter, alternator, flywheel and clutch, etc.) **No altering, enlarging, or interchanging of injectors. Injectors must be stock to make and model.** No Aluminum flywheels. Must have access hole or cover that can be removed for inspection. The air conditioning compressor and condenser and the air pump and catalytic converter may be removed. Extra capacity radiator may be installed as long as frame does not require notching and hood still closes properly. No water additives of any kind. No Anti-Freeze – Water Only!! No Heater Cores in cockpit area. No Coolant running through cockpit area at all! Any engine deemed to be over competitive, or outside the intention of this class may be disallowed at the discretion of the speedway management.

8.2 Automatic or standard transmissions will be permitted. All transmissions, torque converters, and clutches must remain completely stock, with all gears

including reverse functioning. No interchanging or modifications of any kind will be allowed.

8.3 Batteries must be stock 12 volt only. Location of battery may be changed to protect it from being damaged in an accident, but it may not be located in the driver's compartment.

The speedway must approve all battery mounts, and they must be securely mounted and held down with sturdy metal brackets-no bungee cords.

8.4 Exhaust systems must utilize a single stock style muffler (maximum inlet and outlet=2"). Catalytic converters may be removed. Exhaust systems must be securely mounted and sufficiently quiet. If car is determined to be too loud during a race it may be black flagged and removed from the race at the discretion of the speedway management.

Exhaust must exit on left side behind the driver.

8.5 Can move computer to a location where it is protected from damage. Stock Computer only. Officials will need to know location of computer and have easy access for inspection. Any computer that shows signs of tampering with will become property of the Speedway. Driver will lose all points & money for that night.

9. FUEL SYSTEMS:

9.1 Fuel shall be standard pump gasoline only. If during inspection any fuel is found which has a colorful dye such as blue, purple, red, orange, etc. like racing fuel often has, it will be considered to contain racing fuel and therefore the offending car will be disqualified. No other fuel additives are permitted.

9.2 Fuel tank installation must be approved by the speedway. Racing style fuel cells are highly recommended. The stock fuel tank will be permitted to remain in place if it is in good (leak free) condition and mounted forward of the rear wheels (beneath the rear seat area). The condition of the mounting straps and filler necks should be routinely checked and kept in good shape. For cars which have fuel tanks located elsewhere (behind rear wheels, etc.), a racing style fuel cell must be installed in the trunk area. Fuel cells must be contained in a metal enclosure and be securely mounted as far from the rear bumper as is practical.

A protection bar equivalent to the roll cage may be installed behind the fuel cell (inside the body). All cars re-locating the fuel cell to the trunk area must install a full steel firewall/shelf to completely isolate the driver's compartment from the fuel tank.

9.3 Must have Fuel Pump Kill Switch.

9.4 Fuel lines routed through the driver's compartment must be either made of high pressure type braided hose and fitting, or standard hose contained within a metal sleeve (such as electrical conduit).

10. TIRES AND WHEELS:

10.1 Wheels must be stock O.E.M. steel one piece, with a maximum diameter of 14" or 15" (nominal) and a maximum width of 6" (nominal). All wheels on the car must be the same size and offset. **No mixing and matching from other production cars to gain any other offset than intended by the manufacturer.** The right front wheel may be reinforced to handle the extra loads encountered in racing. Each wheel must be attached with **all lug nuts that the hub is intended for.** (1" lug nuts recommended). No car will be allowed to race with broken or missing lugs. **No 4 lug nuts with 5 studs. Any car found to have four lug nuts on a five lug rim will be immediately black flagged off of the track.**

10.2 Tires must be stock type radial ply with a maximum tread width of 6" for 14" or 7" for 15". No snow lugs, retreads, or made for racing tires will be allowed. All 4 tires on the car must be the same diameter series (14" or 15"). If you race 175/65-14, all four tires must be 175/65-14. Any car suffering a flat tire must leave the racing surface immediately, or be disqualified at the discretion of the speedway. Cars must have tire thread ware of 375.

Scanners are required to be mounted behind and out of reach of driver. **No other form of one- or two-way communication permitted.** Scanners must be in working order at all times. **CHECK your batteries!** **Any car found to be without a working scanner may be black flagged and disqualified from the event at the discretion of speedway management.**