

BETHEL MOTOR SPEEDWAY

COUNTY ROUTE 141-WHITE LAKE, NY

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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 PRO STOCK RULES

(Last Updated 12/27/11)

IN AN EFFORT TO STRENGTHEN THE DIVISION, SOME CARS DEEMED TO BE SLIGHTLY OUTSIDE OF THE RULES WILL BE ALLOWED TO RACE IN THIS DIVISION AT THE DISCRETION OF TRACK MANAGEMENT, FOR THE 2012 SEASON ONLY. COMPETITORS WILL BE RESPONSIBLE FOR NOTIFYING TRACK MANAGEMENT PRIOR TO COMPETING ABOUT ANY DEVIATIONS FROM THE RULES, SO THAT PROPER WEIGHT AND/OR CARBURETION ADJUSTMENTS CAN BE IMPOSED IN ORDER TO INSURE COMPETITIVENESS. INTENTIONAL DEVIATION FROM THE RULES WITHOUT ADVANCE NOTIFICATION BY ANY COMPETITOR MAY RESULT IN DISQUALIFICATION AND/OR SUSPENSION.

1. **CARS:** American made cars. No Jeeps, trucks, convertibles, station wagons, "two seat" or front wheel drive vehicles. Straight up Pre-Fab Cars Allowed.
2. **FRAMES:** American OEM passenger car frames or tubular frame construction allowed with tubular front clip. Tubular frame requires a minimum 2" x 3" x 0.120" rectangular steel tubing constructed to closely resemble the frame it replaces and accurately position the suspension in the original locations matching the front "stub" utilized. Uni-body vehicles must tie sub-frame together. If the ties extend through the vehicle, the floor must be completely welded to the frame to seal off the driver's compartment. Frames may be repaired where needed. There must be 4" minimum ground clearance. Rear cross member maybe replaced if rusted, but must remain in stock configuration.
3. **FRONT END:** Must use stock components. No McPherson struts allowed. Tubular upper A Arms allowed. Screw in ball joints allowed. Must mount in stock location.

Mount may be changed to take 6" on center A arm. Mount must be in stock location.
4. **REAR END:** 9" Ford rear is allowed using original manufacturers mount for the vehicle. Welded spider gears, lockers, or a spool is allowed. It is recommended that integral rear ends (where the axles are held in by "C" clips) be welded to prevent the axles from pulling out. Quick Change Rear Ends Allowed.
5. **SPRINGS & SUSPENSION:** One jacking bolt per wheel is allowed. No hydraulic jacking bolts allowed. No lowering or lifting blocks. Stock style suspensions are required; matching whatever frame "stub" is being utilized. In the case of Camaro stub it requires a leaf spring rear suspension. The GM intermediates require the 4-link coil spring rear suspension. Springs must be in original location - including leaf springs, (coil for coil, leaf for leaf, torsion bar for torsion bar). No "helper" springs. All rear coil suspension must have original type

or aftermarket upper & lower trailing arms mounted in original factory location. For safety reasons, original cross member may be replaced with square tubing or heavy wall thickness pipe. Panhard bar (with coil springs) or 5th shock (with leaf springs) on the rear are optional. Stock sway bars are allowed. Rear spring buckets allowed in original location.

6. **SHOCKS:** One per wheel, in good operable condition at all times. Mounting location optional. No air shocks, coil overs, load levelers, etc. No aluminum body shocks.

7. **WHEELS & TIRES:** Steel racing type wheels are mandatory, on all 4 wheels with either an 8" or 10" width and a maximum offset of 2". Must be minimum 1/4" thickness.

Wide 5 hubs not permitted.

The car can be no wider than 78" outside tire to outside tire. Tires must remain inside the body. **Hoosier Tire Only. G-60 Hoosier 8.0".**

8. **BODIES:** Any sheet metal may be used from same manufacturer line. No chopping, channeling. Aftermarket bodies will be allowed. Installation must be done neatly.

Inside tin around driver must slope down for easy access to driver in the event of driver injury. Inner fender panels may be removed if rigidity is maintained. Full fenders only (reasonable radiusing for tire clearance is allowed). Removal of the dash is allowed providing the steering column is adequately secured. Full front steel firewall mandatory, with all the holes securely sheet metaled over to seal the driver's compartment from the engine compartment. A full rear steel firewall and rear window shelf must seal off the driver's compartment from the trunk area. The full sheet metal floorboards must be from the front firewall to the rear firewall/window shelf and from body side skin to side skin.

Rusted floorboards must be securely sheet metaled over to completely seal off the driver's compartment. Any holes in the floorboards for the shifter, etc. must be no larger than to facilitate the shift pattern, etc. and shifter boots must be used to help seal off the driver's compartment. Lift off hoods and deck lids are allowed as long as they are securely mounted in such a way as to completely seal off the engine compartment and trunk area.

No air dams, skirts, etc. Side and rear windows must remain unobstructed. Plexi-glass may be used in quarter windows only.

Steel door plates, highly recommended. 18 gauge or .049-inch minimum thickness metal, must be securely welded to outside of door bars on driver's side. Plate must cover the area from the top door bar to the bottom door bar and from

the rear down post to five inches in from of the seat. Must be visible for inspection.

9. **BUMPERS AND RUB RAILS:** Must have stock bumpers in stock location, no visible reinforcing allowed. Cars with rubber bumper covers must have covers on car.

Metal guard (enclosures) extending from bumpers to body panels and returning to frame, to avoid bumper gouging. All bumpers to cover full width of car. Cars with metal bumpers must have smooth rounded corners.

No Rub Rails allowed, with the exception of flat surface material. (*Example: Lexan*)

10. **STEERING:** Stock steering column optional. Steering column may be made with 3/4" steel shaft with quick disconnect. Columns will be inspected to make sure they are installed properly. No Rack & Pinion Steering Allowed.

11. **ROLL CAGE:** A four-post (6 point) roll cage with a minimum outside diameter of 1 -1/2 inches and a minimum wall thickness of .095 mandatory. Mild steel tubing recommended. No aluminum, no pipe fittings. Cage must be fitted, welded, and gusseted and the cage welded to the frame or sub-frame (not the floorboard). A minimum of three (3) door bars, connecting the uprights on both sides with the driver's side curved to extend into the door. These bars will have at least one set vertical support bars between the uprights. Driver's head must not protrude above cage with helmet on, strapped in driver's seat. Front loop may be used. Must remain behind grille. This a one bar loop with supports to the frame.

Tow Hooks must be provided.

12. **SEATS & BELTS:** A racing style aluminum seat is mandatory. Must be securely fastened (bolted or welded) to the roll cage and/or frame. No floorboard installations.

The seat must be positioned completely to the left of the center line of car. A high back seat or padded roll bar headrest is mandatory. Belts & harnesses must be a minimum of 3" wide.

Seat belt & harness must be securely fastened to the frame or cage and NOT to floorboards or sheet metal components of car. All mounts should be in direct line with the direction of the pull. Bolts MAY NOT be inserted through belt webbing for mounting. Seat belts will be rejected if not in good condition. **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!!

13. **FUEL CELL:** Fuel cell securely mounted between the frame rails and behind the rear end. Cell may not be mounted lower than center line of rear. Must be protected by two (2) horizontal bars not less than 1 1/2" (1 upper & 1 lower) even with top and even with bottom and mounted at least 6" to rear of cell. Plastic cells must be mounted in 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. A fuel shut-off must be clearly labeled "ON"/"OFF". A check valve (PVC) is MANDATORY on fuel tank vent.

14. **ENGINE:** Maximum 406 Cubic Inch limit. Must be stock appearing, any internal changes allowed. Cast iron heads only. No aluminum heads allowed. No Roller Cams. Stud girdles allowed. Roller Rockers allowed.

Holley 4412 2BBL carburetor only. Carburetor must remain stock as manufactured. Lead spark plug may not be back further than centerline of upper ball joint. No electric fuel pumps. No glass bowls or filter. Any steel hub fan. No Gilmer belts. No Gear Drives allowed.

For 2012, GM Crate engine 602 and 604 will be allowed. Crate engine must remain as manufactured by GM. Engines may NOT have GM factory seals tampered with. 602 Crate engines may use the Holley 4777 OR 80777 carburetor, while the 604 MUST use the Holley 4412.

*** THIS DIVISION WILL HAVE A 358 CID MAX FOR THE 2013 SEASON. WE ARE CONCIIOUS OF THE EXPENSES THAT GO WITH RUNNING THE CURRENT TYPE OF MOTORS, AND ARE BRINGING THE MOTOR COST DOWN TO A MORE MANAGEABLE LEVEL FOR OUR COMPETITORS. THE 2013 MOTOR SPECS ARE ON THE FINAL PAGES OF THESE RULES (PAGES 26-29). SEE BELOW.**

14.1 **INTAKE MANIFOLD:** Factory 2BBL cast iron or aluminum manifold, maximum 1" adaptor. Also you may use an Edelbrock aluminum 2BBL manifold number 2901 or 2912. These numbers are the same intake manifold they just apply to the different head applications. DIRT legal intake manifold X-Celerator by Weiland allowed with 2BBL adapter.

15. **CLUTCH & TRANSMISSION:** Must have all gears working. Automatic must have torque converter. Standard transmissions must have stock type single disk clutch and flywheel mounted in stock location. No aluminum flywheels. Explosion proof scatter shield mandatory. Inspection hole must be provided in scatter shield to check clutch. One front drive shaft loop mandatory. Automatic transmission blanket recommended.

Transmission coolers are allowed and MUST be mounted under hood.

16. **WEIGHT:** Minimum weight 3,000 lbs. with driver, after race, no fuel added. 602 crate engines must weigh 2,900 lbs. with driver, after race, no fuel added. 604 crate engines must weigh 3,000 lbs. with driver after the race, no fuel added. Cars over 358 Cubic Inch must weigh 10 lbs. more per Cubic Inch up to 406. Must have Cubic Inch Size on hood. Maximum 54% left side weight with driver and a maximum of 48% rear weight.

Loose objects and/or weights must not be used in driver's compartment, outside the body or in the hood area. Any weights added to other areas of the vehicle must be securely mounted, painted red, have the car number on it and attached with at least two (2) one inch bolts. Absolutely no plastic ties allowed.

17. **BRAKES:** Four wheel brakes, operable & effective at all times. Brakes bias set-ups allowed.

18. **BATTERY:** All cars must be self-starting. Battery located under hood and mounted securely; if installed in trunk, top of battery cables and connections must be covered in plastic or rubber, securely mounted.

19. **KILL SWITCH:** An ignition kill switch must be located easy reach of the driver when strapped in the car. Accelerator toe straps and double return springs on throttle linkage.

20. **EXHAUST:** Exhaust must exit behind driver, but under car. Exhaust may NOT exit out of the body panels. Any "QUIET" type muffler is acceptable. At the discretion of the Officials, any muffler deemed "too loud" will not be allowed. Make sure muffler is quiet before you purchase it. Maximum one 3" inlet/outlet. 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.

21. **RADIATOR:** ONE per car. Must be stock & in stock location. No anti-freeze allowed. No Engine Additives (i.e., Water Wetter, 20 Below, etc.). Water Only.

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.

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.

2013 PRO STOCK MOTOR RULES:

CRATE ENGINE

Crate engines will be allowed to compete in the Pro Stock division and will be given a 100 lb. weight allowance. Minimum weight for a Pro Stock with a crate engine will be 2,900 lbs.

The crate engine part # is 88958602. This is a factory-sealed 350 horsepower hydraulic lifted engine requiring minimal maintenance. A Holley 4777 4 bbl carburetor must be run on the Crate Engine.

ANY REPLACEMENT PARTS MUST COME OFF THE SPEC SHEET PROVIDED AT THE TIME OF THE ENGINE PURCHASE. STOCK GM REPLACEMENT PARTS ONLY!

NON-CRATE ENGINE SPECS:

This class is reserved for North American passenger car V-8 engines with cast iron blocks and cylinder heads.

ONLY NON-PORTED STOCK OEM CAST IRON BLOCK AND HEADS ARE ALLOWED.

ALL ENGINE PARTS MUST HAVE CASTING OR PART NUMBERS ON THEM FOR IDENTIFICATION.

All engines must maintain stock bore and stroke combinations.

Engine Maximum Overbore

Chevy 350 C.I., 4.00" bore x 3.480" stroke +.070

Chry. 360 C.I., 4.00" bore x 3.578" stroke +.020

Chry. 340 C.I., 4.04" bore x 3.313" stroke +.060

Ford 351 C.I., 4.00" bore x 3.500" stroke +.060

ENGINES MUST REMAIN STOCK AS MANUFACTURED WITH THE FOLLOWING EXCEPTIONS:

BLOCKS

The engine block and all internal parts must meet stock specifications for its make. No Bow-Tie or other performance type blocks allowed.

CYLINDER HEADS

Only cast iron OEM stock production heads that pass the ball check and were produced by Chevy, Chrysler, or Ford with part and casting numbers approved by Bethel Motor Speedway are eligible to run. Chevy Bow-Tie, Chrysler W-2 and Ford performance heads are all allowed providing they meet the rules and not fall into the category of unfair competition. The Chevy Vortec and the Ford GT 40 are not allowed. No aftermarket heads allowed. Cylinder heads must be from the same manufacturer as engine block. Sand blasting, bead blasting, acid-dipping, porting, polishing and welding are prohibited. Milling or angle-milling of the cylinder head to any amount will be allowed. No epoxy or coating of heads is

allowed. No relieving or unshrouding of valves in the combustion chamber. Valve head sizes are optional providing they maintain stock OEM positioning in valve guides (distance apart and angles). Valve guide liners are allowed. Valve material must be one piece solid steel or stainless steel, no titanium, or sodium filled valves allowed. The only titanium allowed in these engines is the valve spring retainers. Any carbon fiber engine parts are illegal. Any amount of valve seats per cylinder head may be installed for the purpose of repairing a head. Any angle valve job will be permitted as long as it is done on a machine that cuts concentric to the valve guide center. Valve stem maximum and minimum diameter, plus or minus .005" must be as follows: Chevy 11/32" , Ford 11/32" , Chrysler 11/32" . No hand grinding, sanding, blending or de-burring where a cutter or stone leaves off.

THIS IS A NON-PORTED CLASS. Track officials reserve the right to remove heads, which can be surrendered to the tech staff for further inspection.

CRANKSHAFT

1. Any steel or cast iron crankshaft is allowed providing it maintains stock stroke as manufactured for the engine block used. No lightweight cranks. Minimum rod and main journal sizes must be Chevy, Ford or Chrysler specs only.
2. Knife edging, narrowing or cutting down the diameter of the crankshaft counter weights is not allowed. No polishing of the crankshaft.

RODS

OEM stock production or aftermarket solid steel rods are allowed. No titanium or aluminum. Maximum rod length is 5.7". Engines with longer than 5.7" rods must meet stock OEM specs. No polished or billet rods allowed.

PISTONS

Any brand, 3-ring flat top aluminum pistons only. No coating of any kind is allowed.

VIBRATION DAMPENERS

Must be steel or cast iron only, stock OEM, not machined or altered in any way. No fluid or friction dampeners allowed.

CAMSHAFT

Any make hydraulic or flat tappet allowed. No roller cams, roller gear driven cams, mushroom lifters or lash caps are allowed. Shaft rockers and stud girdles are not allowed. Roller rockers with optional ratios are legal. Engines with stock OEM shaft rockers are legal. Lifters must maintain stock OEM diameters. Lifter bores must remain in stock OEM positions and angles, but may be re-bushed for wear. A flat steel lifter galley may be used to prevent engine damage in case of push rod failure. Note: timing chain cover must be one piece, stock steel.

FUEL PUMP

Must remain in and be driven as stock OEM equipment. No electric pumps or glass bowl filters.

INTAKE MANIFOLD

Must be cast iron 2 barrel intake manifold stock passenger car only. No porting, polishing, welding, matching, or acid-dipping is allowed. Two optional four barrel aluminum single intake plane intakes are allowed.

For Chevy Weiland part #7547 and Edelbrock part #5001 are allowed.

For Ford the intakes are Weiland part #7515 and Edelbrock part Edelbrock #5021.

For Mopar the allowed intakes are Weiland part #7545 and Edelbrock part #5076.

The spec aluminum modified as sold adapter for all the aluminum manifolds is BRP part # BRP377. No modifications allowed on spec adapter of any kind.

CARBURETOR

Any American stock OEM 2 barrel carburetor up to 1 11/16" throttle bore with no adapter plate is legal on cast iron manifolds. The Holley carburetor, part #4412 is acceptable and must run a maximum spacer adapter of 1 1/16" including gaskets. No modifications of any kind will be allowed to these carburetors except those listed below (box stock only). Conventional round type air cleaners only. Air cleaners that provide ventilation through the top cover (such as the K&N brand) are permitted. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers allowed.

CARBURETOR MODIFICATIONS ALLOWED ARE LISTED BELOW. ANY OTHER MODIFICATION NOT MENTIONED IS NOT LEGAL.

- Holes drilled in the throttle plates for proper idling.
- Drilling, tapping and plugging of unused vacuum ports.
- Welding of throttle shaft to linkage arm.
- Drilling of idle or high speed air correction jets.
- Milling of center carburetor body metering block surface a maximum of .015" on each side.
- Removal of choke plate and shaft.
- The jets may be changed as needed.

IGNITION

1. Stock OEM distributors and coils only. No trigger ignition systems allowed. No Accel or no Mallory ignitions may be used. On H.E.I. ignition systems, coils must remain in the distributor if stock OEM, all H.E.I. distributors must remain stock as manufactured. On point type distributors, coils must be stock. With any system used, only one coil will be allowed on car. OEM firing order as per manufacturer.

LUBRICATION SYSTEM

1. No dry sump system is allowed. Oil must be in steel pan only. Oil pan must have 3/4" inspection hole for connecting rod verification on left side of the pan. No external oil pumps allowed. No Accu-sumps are allowed. No form of engine evacuation system by internal or external driven pumps or by connection between exhaust system and valve covers, intake manifold or oil pan. Only two breathers on any valve cover will be allowed. The use of oil coolers will be permitted, providing they are mounted under the hood only.

WATER PUMP

1. Must be cast iron only. Radiator fan must be steel only. No electric cooling fans or pumps.