



## **2019 Extreme Stocks Rules**

Revised 12-5-18

### **SPEEDWAY RULES & PROCEDURES:**

1. Management reserves the right to reject any entry.
2. Management has the right to check any car anytime at no cost or protest fee. Refusal of this right will result in forfeiture of all Monies earned at the particular event or if prior to competing, the right not to compete.
3. Any deviation to the following rules must be passed by the technical inspector. Disqualification may occur per track official.
4. No crew members are permitted around the scales when weighing cars. Disqualification may occur per track official.
5. No competitors are allowed to be around cars that are under tech inspection.
6. Any car found to be illegal after the feature will be disqualified and lose all points and money earned for the night. Driver and/or car owner of any car found to be illegal after the feature, as far as engine or fuel, may be suspended for the minimum of the following two race meets. Major offenses, as determined by management, could result in total suspension at said track.
7. Get your car on track promptly for start of race. When pit steward calls your car for race, get it out on track in time. Cars not on track in time will have to start in the rear. After starter has given signal to pole car to move, any car coming on track automatically falls in at rear of field.
8. Use good judgment when car malfunctions by staying out of the racing groove so as not to hinder others
9. Please refrain from use of profane language or repeated criticism of officials. This could result in suspension of car and driver. Driver is responsible for any misbehavior of any person or persons signed into the pits with their crew.
10. Alcoholic beverages are not allowed in pits until races are complete. Violators will be suspended from competition for a time designated by officials. Driver is responsible for anyone with their car.
11. Any driver retaliating after checkered flag will not be allowed to race the next race they are eligible to run.
12. Any party who willfully or maliciously uses a race car on the track or in the pit area to injure, destroy or damage another person or personal property will be suspended plus subject to arrest.
13. No one is permitted at the pit fence or pit gate during racing activates.
14. No one is allowed to ride in or on car at any time.
15. Unsportsmanlike conduct on track or pit area may lead to suspension of car and/or driver.
16. Anyone fighting in pits or on track will be subject to disciplinary action.
17. Drivers and pit personnel should stay in their own area. Anyone in a fight at another pit area will automatically be at fault. Anyone caught fighting will result in a \$500 fine or an automatic two week suspension, final decision by officials.
18. Any crew member caught going into another teams pit area will automatically be suspended for one week and the entire race team will be placed on 30 day probation period.
19. There will be no harassment of officials, tow truck operators, safety crews or ambulance crews. Anyone striking or threatening an official with bodily harm will be suspended permanently.
20. Any driver involved in an red flag accident will be checked by ambulance crew.
21. Drivers may not get out of their race cars on track, EXCEPT IN EMERGENCY. Drivers getting out of their car are done for the night and the following week. Drivers getting out to fight will receive a two weeks off and \$500 fine.

22. Any crew person going to announcer's booth causing a disturbance will cause the car they are with to risk disciplinary action. Once again, driver is responsible for crew.
23. No infield running. Drivers coming off infield causing accident will be disciplined.
24. In order to receive end of year point earnings, you must be in attendance at the Speedway banquet
25. No 2- lap tire rule in the heat races. If a race car gets a flat tire in the feature they will be allowed to get 2 laps to change it.
26. Drivers & teams are responsible for conduct regarding social media towards race track, track officials and or divisions. Actions can result in possible suspension, point loss and probation and will be determined by management.
27. Anything not covered in rule book is subject to official's discretions  
Because it is not addressed, do not assume it is legal!
28. Work Area- A designated work area will be provided for cars in the front pit and a work area for the cars in the Back pit. Cars will only be given time to work on their cars in the feature only and only 2 laps will be given for a Flat tire. Cars that do not go to the designated work area for a flat tire will not be given any time.

Any competitor and/or crew member that attempts to and/or does physical abuse to any event official, including pushing, punching, touching, grabbing and/or grabbing officials equipment, etc, will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by track officials or track management. Maximum fine= \$1,000

Any competitor and/or crew member that verbally abuses any event official, event staff and or employee of the speedway will be subject to disqualification and/or fine and/or legal action and/or any other action deemed appropriate by track officials or track management. Maximum fine=\$500

Any competitor and/or crew member that goes into another competitor's pit area or to any competitor's car and becomes involved in any type of altercation will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by track officials or track management. Maximum fine= \$1000

Any competitor and/or crew member involved in an altercation that results in physical contact will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by track officials or track management. Maximum fine= \$1,000

Any competitor that fails to quickly stop for a red flag or drives through the incident area will be subject to a 2 running position penalty and/or disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by track officials or track management. Maximum fine= \$500

Any competitor and/or crew member who goes out onto the racing surface or any other controlled area including infield when closed to team members without permission under a controlled period will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other actions deemed appropriate by track officials or track management. Maximum fine= \$500

## **DRIVERS MEETING**

- a). All drivers must attend the drivers' meeting. Drivers in violation of not attending the Drivers' Meeting could face a fine, loss of driver's points, owner's points and/or suspension.
- B). The number of racecars starting each event and the number of laps for each event may be announced at the drivers' meeting.
- C). Any changes in the basic event night program due to car count, track conditions and/or any other circumstances may be announced at the drivers' meeting.

## **STARTS:**

- A.) The race will begin immediately once the racing surface is clear and the cars are properly aligned in their assigned starting positions.
  - B.) Any driver, team, and/or car, who purposely attempts to hold up the start of any race will be placed at the rear of the lineup and could be disqualified from the event, suspended and/or fined at the discretion of the TRACK OFFICIALS.
  - C.) Once the allotted time (announced at the driver's meeting) allowed for being on the track or in the push-off lane, ready to race, has expired, any late car will be penalized two (2) starting positions. Any car pushed after the field has started assembling must start at the rear of the field. This rule may be adjusted from time to time at the discretion of the track race director.
  - D.) All starts and restarts will take place at a consistent speed. Consistent speed will be at the discretion of Track Officials. Starts will take place within a designated area that will be identified at the driver's meeting. Any car out of line and/or passing before this point will bring out a caution period and will be penalized two (2) positions on the ensuing restart. If an offending car is located on the last row of the starting grid then that car is allowed to restart but will be penalized 2 positions from its finishing position. If the same car commits a second offense it shall be disqualified from that event.
- All front row cars must choose their racing line coming out of turn three (3) and must maintain that line until the start or restart occurs. Failure to do so will result in a two (2) position penalty.
- E.) In the event that the race is not properly started by the two (2) front row cars, the responsible car(s) will be moved to the second row. Failure to acknowledge and comply with the "move back" signal will result in instant disqualification from the racing event.
  - F.) Alternate starters for any race will not be permitted to start any race after the original start has taken place.

## **Single File Restarts**

- A.) A restart cone will be placed on the front straightaway. Cars will assemble in a single file running order.
- B.) All cars must pass to the right of the restart cone(s) in a single file, nose-to tail manner.
- C.) If a car passes to the left of the restart cone, hits the cone, passes another car before reaching the cone, is not in a proper nose-to tail alignment and/or is guilty of an excessive gap between cars, then that car will be penalized two positions. Any car in the last 2 running positions of the restart that commits an offense will be allowed to restart but will be penalized 2 finishing positions. If there are multiple violations, the car may be disqualified from the event

## **RACING**

- a) Any car that does not race on the designated racing surface in order to better its position will be black flagged and penalized at the discretion of the TRACK Officials.
- B.) The maximum number of event laps will be stated by the Race Director during the driver's meeting, but may change due to extenuating circumstances.
- C.) Cars and/or teams will not be permitted to be 'pushed-off' during any green flag conditions. An offending car will be automatically disqualified.
- D.) Any car that spins, is involved in an incident and/or has a problem, but does not bring out the yellow flag and/or create a caution period, will blend back into the field where the driver is able to do so. If there is a caution period the TRACK Officials will determine the placement of the car(s) involved. The placement of the car will be where the car blended back into the field.
- E) At the discretion of the RACE TRACK Official any car that is involved in two (2) single car spins that are unaided may be disqualified from the event. If the car spins unaided for third time it will result in automatic disqualification from the rest of the night.
- F.) At the discretion of the TRACK Official any car that intentionally brings out a caution period will be disqualified from the event.

- G.) All races must be completed. This means if the yellow flag is displayed or caution lights illuminated prior to the leader receiving the checkered flag under the flagstand with timing & scoring, that race will be restarted and run the scheduled number of laps.
- Under certain conditions, at the discretion of TRACK Officials in the safety of the track may this change due to weather and or township rules.
- H.) If a race is red flagged due to weather conditions and cars are sent to the pits, then any and all work, including tire changes, is permitted.
- I.) Any cars that require a push start during a yellow caution period, will be considered involved in the incident which brought out the yellow flag and that car will have to restart at the rear of the field.
- J.) Any cars that stop, either on the racing surface and/or in the pit/designated work area, during a caution period will restart at the rear of the field.
- K.) The feature event will be considered a complete event when 50% of the scheduled or announced laps have been completed. E.I.R.I. (Except In Rare Instances)
- L.) Officials may complete an event, at any completed lap count, at their discretion, if a condition or circumstances create a reasonable inability to continue. The race will be considered complete unless announced otherwise.
- M.) If, when officials determine in their sole discretion that unforeseen circumstances prevent the completion of the advertised distance or make it impractical to continue or complete the Race within a reasonable time after it has been stopped, the Race will be considered officially completed as of the last lap completed by the leader prior to the Race halt. The finishing positions will be determined, as they would have held if the Race had been restarted

### **OPEN RED:**

The Race Director will determine when the track is open. Any repairs and/or adjustments, except changing a tire or wheel, can be made to the race car. When the Race Director determines that the racing may resume; an air horn designating the start of a 2-minute work period will be sounded. At one-minute remaining, the air horn will be sounded twice. At the end of the 2-minute period the horn will be sounded, officially ending the work period. Crews must be clear of their car when the 2-minute period has expired or be penalized 2 running positions. Last row cars violating this procedure will be penalized 2 positions from their finishing position. Any car still being worked on once the field has started assembling will be disqualified and not allowed to re-enter the race.

### **FUEL RED:**

As soon as all the crews have reached their cars an air horn designating a 2-minute work period will be sounded. The 2-minute work period procedure is the same as outlined above. Any repairs and adjustments, except changing a tire or wheel, can be made to the race car as long as they are completed before the 2-minute period has expired.

### **POST RACE INSPECTION**

Any car that is ordered to the post-race technical inspection are a will be checked by the officials to determine if it has conformed to the general as well as the specific rules.

Any member who fails to tear down an engine for inspection when requested to do so by the track official, will be subject to a fine not less than \$500 and/or definite or indefinite suspension from BAPS MOTOR SPEEDWAY, and loss of money earned during the event.

### **PROTESTS**

If a competitor believes that another competitor running in the same event has or will obtain a significant unfair competitive advantage by some action that they believe is in violation of the track rules, they must protest such action to a track official. The protest must be made in writing by the driver, crew chief or car owner within ten (15) minutes after completion of the event.

Each protest shall be accompanied by a \$500 protest fee.

The track official shall decide whether the matter is valid and if so shall decide as promptly as possible and shall inform the parties of the decision. In deciding the protest, the track official may take whatever action deemed appropriate to further the interest of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties, disqualification, suspension, monetary fine, subtracting points, or takes no action.

Matters not subject to protest: No protest will be accepted that is directed to a decision of a track official or supervisory official on any subject.

DRIVER OR OWNER MUST ATTEND BANQUET TO RECEIVE AWARDS  
WARNING ANY AND ALL FUEL THAT TESTS CLOUDLY AND DOES NOT SMELL  
PROPER WILL BE DEEMED ILLEGAL AND NOT PERMITTED TO RUN!  
THE BASE FUEL USED FOR OUT TESTING WILL BE THE TRACK FUEL.  
**NO EXCEPTIONS**

**HANDICAPPING:**

HEAT RACES:

ALL DRIVERS WILL DRAW A PILL WHEN THEY SIGN IN AT THE PIT SHACK. HEAT RACES  
WILL BE LINED UP OFF PILL DRAW.

31 CARS OR LESS:

3 HEAT RACES

4 CARS (HANDICAP REDRAW) & 6 CARS QUALIFY

32 CARS OR MORE:

4 HEAT RACES

3 CARS (HANDICAP REDRAW) & CARS QUALIFY

**CONSI:**

31 CARS OR LESS WILL HAVE 6 CARS QUALIFY

32 CARS OR MORE WILL HAVE 4 CARS QUALIFY

**FEATURE:**

CARS THAT QUALFY FROM HEAT RACES WILL BE LINED UP HEADS UP.

CARS THAT MAKE THE HANDICAP REDRAW WILL BE THE FOLLOWING:

HANDICAP REDRAW THE TOP 12, SO WE WILL PULL A PILL WITH THE INVERT OPTIONS  
BEING 0,4,8,10,12.

POSITIONS 13TH THREW 18TH (31 CARS OR LESS) WILL BE LINED UP HEADS UP OFF HEAT  
RACES, POSTIONS 13TH THREW 20TH (32 CARS OR MORE) WILL BE LINED UP HEADS UP  
OFF HEAT RACES.

B-MAIN CARS WILL MAKE UP THE REAR OF THE FIELD.

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

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

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

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

### **RULES:**

Any car may be checked for engine, chassis, oil, fuel, tires, wheels, rear ends or sound legality at any time by a BAPS MOTOR SPEEDWAY Technical Inspector or Official. Upon entering a car for BAPS MOTOR SPEEDWAY competition, the driver (and possibly the owner) is responsible for the legality of their car and will suffer all penalties resulting with the car violating these rules. Refusal to submit a car, engine or parts for inspection or measurement upon the request of an BAPS MOTOR SPEEDWAY Technical Inspector will result in an immediate disqualification and possible suspension by BAPS MOTOR SPEEDWAY management.

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

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

Impounding - BAPS MOTOR SPEEDWAY officials reserve the right to impound any racecar or remove any component on a racecar (including the engine) at any time.

Confiscation of Illegal or Unauthorized Components - The use of illegal or unauthorized components on racecar will result in the confiscation of the said components. These components will then become the property of BAPS MOTOR SPEEDWAY and will not be returned. Failure to surrender the illegal parts will lead to a minimum two (2) week suspension (mandatory) for the car owner, car and driver. This will turn into an indefinite suspension until the said illegal component is turned over to BAPS MOTOR SPEEDWAY management.

New Enforcement Procedures, Equipment or Methods: Due to the rapidly changing technology of motorsports, BAPS MOTOR SPEEDWAY officials will continue to develop new procedures, equipment and methods to enforce the rules and guidelines contained within this rulebook or succeeding rules bulletins. These procedures, equipment and methods will be based on common sense, consistency, impartiality and fair play. These procedures, equipment and methods may be introduced at any time without prior notice to the participants.

Driver Requirements: All drivers must be at least sixteen-(15) years of age to compete in this division. Drivers under eighteen (18) years of age must have a signed and notarized Parental Consent form by both parents or legal guardians and said documents must be in the hands of the BAPS MOTOR SPEEDWAY management before participation of said individual will be permitted.

BAPS MOTOR SPEEDWAY is private property. Any person on this property without the permission of the management of BAPS MOTOR SPEEDWAY is guilty of trespass and subject to the penalties prescribed by law. Through the purchase of a pit pass or admission ticket, a person is given the authority and the right to be on this property in conjunction with the related racing activities. However, management reserves the right to revoke or cancel this authority at any time that it feels that person's presence or conduct is not in the best interest of the sport of auto racing, fellow competitors, the fans, management and the employees of the speedway.

**EQUIPMENT & APPAREL FOR ALL DRIVERS** No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence.

**1. HELMET:** BAPS MOTOR SPEEDWAY requires that a driver must wear an automotive racing type helmet of current standards of SA2010 or SA2015 rating any time he/she is on the track for slow laps, practice or racing conditions. Drivers without a helmet meeting the BAPS MOTOR SPEEDWAY minimum Snell standards may not be permitted on the racetrack in a racecar.

A helmet is designed to absorb energy once. If a significant impact has occurred to the helmet, it is highly recommended that it be sent back to the manufacturer for evaluation. Helmets are subject to inspection at each event by the technical inspector or other BAPS MOTOR SPEEDWAY official. A full-face helmet is highly recommended. Eye protection is mandatory when an open face helmet is used.

**Helmets with Radio Harnesses:** Many drivers compete in other racing series' that permit the use of radios. If a driver should use that helmet to compete in an BAPS MOTOR SPEEDWAY event, he/she must duct tape the connector end to the back of their helmet. This is the only way in which this helmet will be permitted without actually removing the entire radio harness from the helmet.

**2. FIRE SUITS:** All drivers must wear an BAPS MOTOR SPEEDWAY - approved fire-retardant suit of Nomex or equivalent material any time they are on the track. A double layer or more is highly recommended. It is also recommended that a suit be kept free of grease, oil or other flammable substances. If the suit is two-piece, both the top and bottom must be worn at all times while operating a racecar (NO EXCEPTIONS!).

**3. FIRE EXTINGUISHERS:** An on-board fire extinguisher is highly recommended. If used, they must be securely fastened and within reach of the driver. It is also recommended to recharge the extinguisher at least once a year.

**4. NECK COLLARS:** All drivers under the age of 16 must wear a neck collar anytime he/she is on the track for slow laps, practice or racing conditions. Neck collars are highly recommended for all other drivers.

**5. OTHER SUGGESTED EQUIPMENT / APPAREL:** Some of these items are not required, but they are all highly recommended. 1) Flame retardant racing gloves, underwear, socks and shoes 2) Head sock (balaclava) and knee pads. 3) Steering wheel "nose pad" and roll bar padding. 4) Arm restraints and helmet restraint on the seat. 5) Safety wire on hood and

trunk zeus buttons and other nuts and bolts throughout the car. 6) Interior door pads, tunnel pads and other upholstery.

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

7. FUEL CELL: Any approved metal fuel tanks must be used and remain securely mounted in the rear compartment of the car or in the trunk. The fuel cell may not be any lower than the rear end housing.

a) Fuel Tank Straps: The fuel cell must be strapped down with at least four-(4) 1.0" wide steel straps or two-(2) 2.0" wide steel straps on the top of the fuel cell and four-(4) 1.5" wide steel straps or two-(2) 2.0" wide steel straps underneath the fuel cell. The straps must a minimum 1/8" in thickness.

b) Fuel Cap: Make absolutely sure that you check the cap on your fuel cell for tightness before going onto the racetrack. The cap should fit snugly onto the cell.

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

8. SEATS: Only SS-approved factory-manufactured metal racing seats may be used. No homemade seats will be permitted. Lightening the seat by anyone else other than the factory is not permitted. Lumbar supports and head & shoulder supports on the seat are highly recommended.

a) Mounting of the Seat: Driver's seat may be no farther back than 56 inches measured from where the floor pan meets the firewall from OEM factory to the back of the seat cushion area. The seat may be moved within the driver's compartment (remaining within the same general area as the general design) without moving or changing existing bars in the frame. The seat must be mounted directly to the frame. When mounting the seat forward, use a flat piece of steel or aluminum behind the seat (don't just use bolts in encased tubing). The use of wood as supports or mounting brackets is not permitted. The presiding tech inspector shall have final approval of the mounting of the seat. SS management and the Technical Inspector assume no liability for any injuries that may occur as a result of the mounting of a seat, regardless of the approval given to compete with that seat and its location.

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

## **FRAMES**

1. COMPETING MODELS & WHEELBASE: Any North American production model with a minimum wheelbase of 100.5". Convertibles, pickups, sports cars, jeeps, station wagons, four-wheel drives are not permitted.

a) Wheelbase: Must remain OEM stock for that make & model being used with no variance.



- b) All suspension components must be mounted in stock fixtures & maintain stock location.
  - c) Frames having a longer than 108" wheel base, can be cut down to a 108" wheelbase.
2. Strut-style cars: May be 100.5" if originally produced as OEM strut-style cars.
- a) Must keep the struts on the car if it was originally delivered from the factory that way as OEM. The strut may be drilled out and a steel-bodied, non-adjustable shock may be added, remaining perpendicular to the strut. No "coil over" shocks are permitted. Must maintain the stock OEM wheelbase with no stretching or shortening permitted.
3. The following measurements are minimums. Only those areas indicated will be subject to technical inspections. The top of the roll cage must be constructed high enough to cover the driver's helmeted head. No aluminum and/or soft metals are permitted.
- a) Must be a minimum of a four-post roll cage (6-point is recommended). Two bars may pass through the front and rear firewalls. The two rear bars must be tied into the frame and not the bumper.
  - b) Front and rear hoop are recommended and must be welded to the OEM stock frame, not the floor or body.
  - c) The roll cage and door bars must be constructed of round steel of minimum 1.5" diameter tubing (minimum 0.095" wall thickness). A minimum of three-(3) horizontal door bars are required on both sides.
  - c) A driveshaft hoop and front hoops are recommended.
  - d) All butt welds, joints and connections may have gusset plates for reinforcement.
  - e) A fuel cell protection bar is mandatory.
  - f) Any bracing that does not conform to these construction rules is subject to final approval by the Technical Inspector.
  - g) Firewall: The OEM stock or aftermarket/handmade steel front firewall is mandatory in stock location between the driver's compartment and the engine. A metal rear firewall is mandatory between the driver's compartment and rear end/fuel cell compartment. Holes in the front and rear firewalls must be completely covered with sheet metal. The trunk must be sealed completely from the driver's compartment. The right side of the firewall maybe moved no further back then 29.0" from the right front centerline of weight jacker and the left side of the firewall can be no more than 20.0" inches from the left front centerline of weight jacker.
  - h) Floor- Must have a steel (min. 20 gauge steel) floorboard from the driver's side firewall to the back of the driver's seat. Original floorboard may be replaced with steel floor of the same OEM thickness. The passenger side floorboard must be steel and interior cannot be built up. Area of floor under driver's feet must be reinforced with at least 1/8 inch plate steel or aluminum. The tunnel beside the drivers seat above the transmission can not be larger than 10.0" bent at a 90 degree angle from

the floor pan in then must be bent at a 90 degree angle straight across to the right side door only.

- i) Radiator Support Bars: Only one horizontal loop bar is permitted in front of the radiator and one support bar may be installed between the two front frame rails. This bar may also be installed in front of the radiator. Vertical bars may be installed between the two horizontal bars for the sole purpose of protecting the radiator. This bar may be tied into the main rollcage.
- j) Unibody Cars: Must use a frame of 8" in circumference (2" x 2" box tubing) to tie front and rear frame rails together. Roll cage must be attached to the box tubing frame. Minimum tubing size is 1 ½" o.d.
- k) Engine Location & Mounts: The engine must remain within the stock location and configurations as currently delivered by OEM (no engine setback). Any solid motor mounts are permitted. Front or rear engine mounting plates are not permitted.

## **SUSPENSION:**

1. SUSPENSION: All suspension must be OEM stock components for that make and model of vehicle except for rules noted elsewhere. Stabilizer links may be threaded rod. All bushings may be rubber, polyurethane or solid.
2. STEERING COMPONENTS: The entire steering system must remain stock OEM "type", within the stock dimensions, steel thickness, location and configurations as currently delivered OEM for that make and model of car. Removable steering wheels and collapsible steering shafts are permitted to take the place of stock "OEM" type. Steering quickeners are permitted. The front upper control arms maybe tubular aftermarket non-adjustable arm mounted on stock type mounts. Tie rod assemblies can use aftermarket parts.
3. SPINDLES- Must be stock OEM style spindles with stock dimensions and materials only. Aftermarket spindles are not permitted. No drop spindles are permitted.
  - a) Coil Springs: Front or rear springs may be altered or exchanged as long as they are OEM or OEM type for that make of vehicle. Aftermarket racing type springs are permitted. Adjustable or fixed length spring spacers are permitted. Must be mounted in stock location. Weight jacks are permitted on all four corners.
  - b) Leaf Springs – Only multi-leaf springs are permitted. Monoleaf or composite springs are not permitted. Chrysler leaf springs are not permitted in non-Chrysler cars. Leaf sliders are not permitted. Fixed spring shackle plates only. Aluminum or steel plates are permitted. Lower blocks are permitted. Adjustable lowering blocks are permitted. Leaf Spring front mounts may be aftermarket but must be of OEM stock specifications. Leaf springs must be in stock location. Weight jackers are allowed on the front only.
  - c) SHOCKS: Aftermarket steel oil or gas stock mounted shocks only mounted in the stock location. Steel welded body oil heim end shocks, location optional and can be rebuildable. External canister gas shocks or adjustable shocks of any kind are not permitted. No bump stops of any kind permitted.
4. HEIM JOINTS: Only steel heim joints are permitted.

5. REAR ENDS: Stock OEM rear ends for that make of car. Stock rear ends must be mounted in stock OEM location on stock OEM mounts (non-adjustable). Rear ends may be locked by welding the spider gears or with a mini spool. Posi-traction as an OEM factory option is permitted. Any gear ratio is permitted. Aftermarket solid steel axles are permitted (gun drilled axles are not permitted). Ford 9 inch rear ends are permitted with stock mounting locations. No aluminum parts are permitted. NO FLOATER REARS and no independent rear suspension.
- a) Upper Rear Control Arms: Aftermarket upper rear control arms are permitted and may be adjustable to obtain the correct pinion angle. All four upper and lower rear control arms must be connected at all times.
  - b) Lower Rear Control Arms – Lower rear control arms on coil spring cars must remain stock OEM length maybe aftermarket box tubing permitted and mount to a single mounting hole at the stock OEM location.
  - c) Camaro Cars Only: The third link must remain mounted in the stock OEM location on the rear end. The minimum length of the third link must be mounted in front of rear of transmission and must remain parallel with the driveshaft at all times. The third link must remain under the floor pan with the front mount remaining within the driveshaft tunnel. And have mounting bolt mounted in a horizontal position. No aluminum allowed. No unapproved traction devices are allowed (ex. Newline)
6. BRAKES: The entire brake system must remain stock OEM “type”, within the stock dimensions, steel thickness, location and configurations as currently delivered OEM for that make, model and year of car unless specified below.
- a) Brake Rotors: Aftermarket steel rotors are permitted on the rear. Front rotors must be stock OEM style.
  - b) Brake Calipers: OEM only steel brake caliper is permitted. Aftermarket brake pads are permitted.
  - c) Brake Lines: Steel, aluminum, rubber or steel-braided brake lines are permitted. Plastic is not permitted.
  - d) Brake Master Cylinder: Aftermarket brake master cylinders are permitted.
  - e) Brake Bias or Proportioning Valves: Brake bias or proportioning valves are permitted.
  - f) Rear Disc Brakes: Will be permitted as follows: Stock steel calipers must remain in manufacturer’ line (no aftermarket racing calipers). The caliper mount must be permanently fixed to the axle housing. Steel rotor only and may be aftermarket. An aftermarket aluminum or steel hat is permitted.

## **BODIES:**

- 1. BODY: The body must remain factory OEM stock appearing with stock firewalls, floorboards and body panels. The body, firewall mounts and body mounts must be OEM stock in stock location or frame or aftermarket and handmade OEM appearing

body panels are permitted but must be steel of minimum thickness of OEM stock and have OEM body lines.

- a) All cars must have a complete body in the proper configuration for the make, model and year, including fenders, bumpers, roof, nosepiece, hoods and trunks. Front inner wells may be removed. The rubber grommets may be removed from the body mounts.
- b) All OEM factory trunk and hood latches must be removed and replaced with straps, pins, or clips. Track personnel must have easy access to open the hood and trunk quickly.
- c) Exterior: All headlights, taillights and emblems must be removed. Doors must be welded or bolted shut. All sheet metal used must be 22 gauge or thicker.
- d) Interior: All flammable (plastic or fabric) material must be removed. Dash assembly is optional. The rear firewall area must be covered with sheet metal when removing the rear seat. Sheet metal work is not permitted in the driver's area from the dash to the rear of the seat. The interior sheet metal may not be boxed around the driver's seat.
- E) Inner Supports: All body parts that may have the inner supports removed however, it must be braced to be rigid if the inner support panel is removed. The rear window side panels, dash board and the inner roof panels may be removed completely for roll cage installation only.
- F) Bumpers: Both front and rear must remain stock OEM unless as noted below. Stock bumper brackets may be welded. No sharp edges are permitted on the body or bumpers. Non-visible reinforcing pipe can be used behind bumper, but it must be securely fastened to the frame.
  - 1) Front Bumper – An aftermarket front bumper may not extend more than three inches from the outside of frame rails or the ends must be rounded/radiused and directed towards the rear of the car
  - 2) Rear Bumper – An aftermarket rear bumper may not extend more than three inches from the outside of frame rails or the ends must be rounded/radiused and directed towards the front of the car, must extend inside the rear quarter panel.
- h) Bumper covers: Aftermarket plastic nose and tail covers must be used but must match car (GM on GM, Ford on Ford etc). Tail piece must be un-altered. If the nose or tail cover is removed during the race and there is no approved-bumper behind the cover, the car will not be permitted to continue in the race.
- i) Rub Rails: Permitted between the wheelbase only. A maximum 1.25" max round tube. It may be no lower than the center of the hubs and no higher than the top of the tire. Must be tight against the body with no sharp ends. Must be a single rail design and be attached flush with the body contours. At a distance of 18.0" from the rear wheel well, the rub rail may extend out from body to the outer edge of rear tire. Subject to the Technical Inspector inspection and approval.
- j) Grills: The original grill may be removed but expanded metal or screen may be installed.

- k) Spoiler: Only OEM spoilers as originally equipped on that make and model car is permitted. Aftermarket spoilers are not permitted.
  - l) Mounting of Components: All body components must be firmly attached to every car competing in any race. Any car may be black flagged or denied entry to start qualification or a race if any of the above-mentioned items are not attached at the start of an event unless the Technical Inspector gives prior approval.
  - m) Repairing of Components: Body components may be repaired and must be approved by the Technical Inspector prior to returning to the speedway for competition. The Technical Inspector reserves the right to disallow a repaired car from competition that does not appear to be properly repaired. Once a body is repaired from its original form, BAPS MOTOR SPEEDWAY management and the Technical Inspector assume no liability for any injuries that may occur as a result of this repair regardless of the approval given to compete with that repair.
2. BODY STYLES: The following body styles may be adapted to currently approved chassis, must remain in manufacturer's line.
- a) Ford - 1988-1997 2-door T-bird or Cougar.
  - b) General Motors - All 2 door models: Cutlass Supreme 1988-1994; Buick Regal 1991-1994; Grand Prix 1988-2004; Lumina 1990-1994; Monte Carlo 1995-2004; The listed GM sheet metal may be used on existing 1978-1988 GM G-body chassis. Additional, 1982-1992 Camaro and Firebird cars maybe used and adapted to current rules or sheet metal may be used on existing chassis.
3. APPEARANCE: Crash damaged cars must be repaired to the minimum technical standards before returning to competition. Any car returning to the speedway without a hood must have a fan shroud in place or it will be denied to return to competition. A Technical Inspector or BAPS MOTOR SPEEDWAY official may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above. BAPS MOTOR SPEEDWAY management reserves the right to deny access in competition because of a sponsorship, advertisement, paint scheme and/or lettering on a car not in "good taste," or in the spirit of keeping this a "family entertainment" sport.
4. WINDSHIELDS/WINDOW OPENINGS: All cars must have an approved protection in front of the driver in the windshield opening with a minimum of three-(3) vertical bars (no less than 3/16" in diameter). A screen for protection is also highly recommended. All glass must be removed.
- Window Nets: Full size window nets are mandatory at all times in the left side window unless approved arm restraints are used by the driver. The seat belt buckle method of mounting is recommended. Window nets must release from the top and be attached to the roll bars only. The side window areas must remain open at all times other than window nets. "Sprint car style window nets" are not approved in place of a full size window net.
4. NUMBERS: The car should have numbers of contrasting car color from the body that are a minimum height of 18.0" and width of 4.0" on both doors and a minimum height of 24.0" and width of 6.0" on the roof. Metallic or foil numbers are not recommended and highly discouraged. Scorers will not accept the responsibility for incorrect scoring of cars in which numbers are not clear or easily read from the Control Tower.

5. MIRRORS: Mirrors are not permitted.

## **ENGINES**

1. ENGINES PERMITTED: Engines limited to 365.0 cubic inches and must be in the chassis originally catalogued by manufacturer. All factory identification numbers and/or part numbers must remain on crank and heads. The combination of the rods, block and crankshaft used must be in the same combination that factory originally manufactured (i.e. Chevrolet components only with Chevrolet components and Ford components only with Ford components).

All factory identification numbers and/or part numbers must remain on crank and heads and be visible.

The use of titanium for rods, rod caps, crankshafts or headers is strictly prohibited. It is highly recommended to use a #12AN fitting or one inch plug in the oil pan for inspection purposes. If there is not one, the oil pan must be removed for inspection. Needle bearing camshafts, crankshafts and rod bearings are not permitted.

2. BLOCK: The engine block must be an OEM standard production block. No aftermarket or aluminum blocks. Only two-(2) valves per spark plug are permitted. Turbine-driven, big blocks, turbos, blowers, superchargers or offset engines are not permitted. Computer operated or controlled parts are not permitted. Main bearing cap must be iron or steel. The lifter bore must remain stock.

3. CRANKSHAFT: The crankshaft must be an OEM factory production or OEM stock dimension aftermarket cast iron or steel crankshaft. No swapping of crankshafts between manufacturers. The Ford SVO crankshaft number M6303-H351 is permitted. The MOPAR high performance crankshaft with part number P1420312 is permitted.

a) Polishing of any kind is not permitted. One throw on the crank must have no balancing holes in it. The minimum weight of the crankshaft must be 46.0 lbs.

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

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

4. RODS: ANY OEM production or aftermarket rod with OEM specifications from an engine used is permitted. The modification of rod length is prohibited. Rods may not be polished. No addition or removal of metal other than normal balancing is permitted. Titanium or other materials other than steel for rods are not permitted. Ford permitted to use 6.0" length rod with SVO crank.

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

6. CAMSHAFTS: Any hydraulic flat tappet camshaft is permitted. NO roller, solid lift, mushroom or "slapper-type" cams. Double overhead cams are not permitted. NO cams over 500 lift permitted. Measurement will be taken from push rod with rocker

arm removed and then multiplied by rocker arm ratio. Cam Bearings: Must remain as "stock" Babbitt type. Roller bearings are not permitted.

A) TIMING CHAINS AND NO GEAR DRIVES

7. CYLINDER HEADS: No high performance heads are permitted. Heads must include OEM stock casting marks. No porting, polishing or grinding is permitted except for port matching. Rocker arm studs may be pinned. Screw -in studs are permitted. Roller rockers are permitted. No aluminum cylinder heads.
  - a) All heads must have a minimum 60cc as originally delivered as OEM from the factory. The "cc" measurement of the intake runner of head must remain stock with the exception of matching port.
  - b) Matching ports in the intake port of head is permitted. The depth maximum for matching ports is 0.75". The valve seat area may be cleaned up using a maximum 80 degree grinding stone.
  - c) Unless otherwise stated, any cylinder head with evidence of sanding, polishing, relieving, grinding, porting, angle milling, chemical treating, abrasive blasting to the original cast form, will be declared illegal and penalized. O-ringing the head gasket seal area is not permitted.
  - d) Combustion Chamber: The combustion chamber may not be altered in anyway.
  - e) Ported cylinder heads are illegal as only port matching will be permitted.
  - f) VALVES: Only steel or stainless OEM stock valve or aftermarket OEM production replacement valves are permitted. Any spring, any retainer permitted. Only stock valve guide angle is permitted. Relocating valve guides is not permitted.
8. INTAKE MANIFOLD: Aluminum intakes are permitted as noted within these rules. Only the following edelbrock small block chevy intake manifolds (aluminum) are permitted with the use of a Holley 4412 carburetor (meeting the carb rules): Performer series ED2101 (for use with chevy cast iron cylinder heads). ED2104 (for use with 1987-95 chevy cast iron cylinder heads), ED2116 (for use with chevy vortec or 1996-up chevy cylinder heads), ED2121 (for use with 1966-1972 Ford cylinder heads 289/302), ED2181 (for use with 1971-1982 ford cylinder heads 351w), ED2171 (for use with 1971-1982 ford cylinder Cleveland heads), ED2665 (for use with 1971-1982 ford Cleveland cylinder heads), Ed2750 (for use with 1971-1982 ford cleveland cylinder heads), ED2176 (for use with Chrysler cylinder heads) ED2711 (for use with 1966-1988 Oldsmobile cylinder heads), ED2156 (for use with 1965-1979 pontiac cylinder heads). No other aluminum intakes are permitted. Porting or polishing of any intake manifold is prohibited (must remain unaltered and untouched).
9. CARBURATORS: A Stock Holley 4412, C, S or CT will be only carburetor allowed. Carburetors must pass all gauge tests.
  - a) Modifications or components to increase or restrict airflow to the carburetors (such as velocity stacks, heat deflector shields, internal modifications not listed above, etc.) are not permitted.

- b) Carburetor Adapter/Spacer: Only a one or two-piece aluminum or phenolic carburetor adapter (maximum of 2.0 inches in height) may be installed between the intake manifold and carburetor. A one-piece gasket may be installed between the carburetor and adapter and between the intake manifold and adapter.
  - c) Carburetor jets may be changed.
  - d) Fuel Injection is not permitted.
  - e) Modifications or components to increase or restrict airflow to the carburetors (such as velocity stacks, heat deflector shields, internal modifications not listed above, etc.) are not permitted.
  - f) Carburetor Adapter: Only a one or two-piece aluminum or phenolic carburetor adapter (maximum 2.0" in height) may be installed between the intake manifold and carburetor. A one-piece gasket may be installed between the carburetor and adapter and between the intake manifold and adapter.
10. FUEL: Gasoline only is permitted. All fuel must be of the same specifications, specific gravity, color, smell of gasoline only according to Federal Standards of Purity, Grade A or AA. No additives of any kind permitted. The track reserves the right to take specific samples of fuel at any time for testing purposes. Any additives/mixing detected in fuel may result in a disqualification, fine, suspension, loss of purse and loss of points or any combination thereof.
- a) Laboratory testing: BAPS MOTOR SPEEDWAY has the ability to conduct laboratory analysis of fuels. Samples for lab analysis may be taken from competitor's fuel system at any time at the discretion of the technical inspector. Laboratory results will be the final determine factor of whether illegal performance additives are present in the particular fuel sample.
  - b) The specific elements which will be searched for include: alcohols (all types), aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylidine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH).
- C) Penalty for Fuel Rule Violations: Any competitor (driver and/or owner) caught using any of the illegal fuel additives as previously mentioned is subject to a minimum 60-day suspension from the date of the infraction. Suspensions will be determined based on the chemical composition of the additive in question.
11. FLYWHEELS: Stock steel flywheels and flexplates only are permitted. No lightening is permitted. The flywheel must weigh a minimum of 15.0 lbs. (no exceptions). Flywheel, Clutch disc, steel pressure plate must weigh minimum 32.0 lbs.



12. CLUTCH: If manual transmission is used, it must have an operational OEM stock style all-steel clutch and operational starter. Minimum 10 ½ inch diameter clutch. Stock configuration clutch must have a full scatter shield of at least ¼ inch thick steel or an approved steel bell housing. A 2.0"x3.0" inch inspection hole located 3.0" from the transmission mounting surface is mandatory for clutch inspection. 10,000 RPM or Equivalent clutch/flywheel assembly is not permitted. No multi disc clutches permitted.
  - a) Clutch Master Cylinder: Aftermarket clutch master cylinders are permitted.
  - b) Clutch Lines: Rubber, steel or steel-braided clutch lines are permitted.
13. EXHAUST SYSTEM: OEM stock exhaust or in chassis type headers only permitted with collector designed to exit under the car is permitted. Exhaust must extend beyond the firewall. Exhaust may not exit through the side of the car. Frame notching is not permitted! Header wrapping (tape) and ceramic coatings are permitted. Crossover or Tri-Y headers are not permitted.
14. IGNITION SYSTEM: All components of the ignition system must be OEM stock style. Starter must be in working conditions at all times. Stock style distributor with aftermarket components permitted. NO MSD style box ignition permitted. An aftermarket module is permitted. A ford solenoid is permitted.
  - A) Ignition switch- The ignition switch must be within easy reach of the driver clearly marked.
  - B) Spark plugs & wiring- Any aftermarket type of wiring may be used. The electrode of the spark plug must extend into the combustion chamber.
- C) TRACTION CONTROL DEVICES: No electronic or computerized wheel spin/traction control devices are permitted. Any driver caught using these devices will be suspended for a minimum of one-(1) year.
15. OIL ADDITIVES: Any competitor caught using any of the following combustion enhancing additives in the engine oil will be banned from all BMS events for a minimum of 60 days from the date of the infraction: hydrazine, toluene, dinitrotoluene, dioxane, propylene oxide, or nitropropane.
16. OIL SYSTEM: Wet sump system only permitted. Dry sump systems are not permitted.
17. BATTERY: A battery shut off switch is mandatory and should be mounted on rear deck behind driver easily visible from outside the car and marked on/off. Any 12-VOLT battery may be used and securely mounted between the frame rails.
18. GAUGES: Only onboard gauges that record the following information are permitted - water temperature, RPM, oil pressure, oil temperature and fuel pressure. Direct reading oil temperature, fuel pressure and oil pressure gauges must use steel braided lines, not plastic or rubber. Onboard telemetry systems are not permitted.

19. RADIATOR: Any aftermarket aluminum or copper radiator is permitted. An electric fan with a shroud is permitted. The radiator must remain in the engine compartment.

### **DRIVELINE & TRANSMISSION:**

1. DRIVELINE/TRANSMISSION: The entire driveline and transmission system must remain stock OEM, within the stock dimensions, steel thickness, location and configurations as currently delivered OEM for the make and model of car. Reverse gear must be working. Automatics must use a working stock appearing torque converter, all gears must work. NO RACING TRANSMISSION SUCH AS BERT, BRINN, OR FALCON, No straight cut gears.
- a) Driveshaft- The driveshaft must be one piece in design. The U-Joints must be steel. Driveshaft must be steel or aluminum only and within the stock OEM dimensions. The driveshaft must be painted white. Carbon fiber or any other type of exotic lightweight metal driveshaft's, flanges and u-joints are not permitted.
- B) Driveshaft Retainers: Must have at least one-(1) 360 degree driveshaft hoop (minimum 0.25" thick and 2.0" wide). The design of the driveshaft retainer will be the sole discretion and responsibility of the driver and the tech inspector may prohibit a car from competing in which he/she feels the driveshaft is not properly retained.

### **MISCELLANEOUS:**

1. BALLAST: All added ballast must be painted white with the car number marked on each piece. The weight must be visible to the technical inspector upon inspection (i.e. nothing permitted in the frame rails).  
Mounting Ballast: The blocks must be securely mounted to the frame using a minimum of two-(2) 0.5" or larger bolts. Ballast may not be placed anywhere within the driver's compartment, on the firewall, in the fuel cell, etc. The mounting of the ballast is subject to the final approval of the technical inspector. No ballast is permitted above the deck level. If ballast comes off during racing conditions minimum one week suspension.
2. BOLTS AND FASTENERS: Only equivalent stock or upgraded steel fasteners and bolts may be used on the car. Fasteners may be drilled for safety wire but intentional weight saving modifications (such as drilling or hollowing) is not permitted. Aluminum, titanium or other exotic metal bolts are illegal. No Dzeus Buttons on body panels.
3. WEIGHT: No car shall weigh less than 3,250 pounds with the driver after any event. Weight of the car is defined as driver in the seat, hands on steering wheel, helmet on their head and feet on the pedals after the event. Competitors are not permitted to fill the fuel cell with fuel after the event in order to meet the minimum weight requirements. Cars missing body components will be taken into account in terms of weight after an event. If the weight loss is excessive, the driver will be asked to supply the missing parts, otherwise no tolerance on the weight will apply.

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

### **TIRES & WHEELS:**

1. TIRES: Any DOT-approved steel belted radial tire for street use only may be used (either 60 or 70 series tires are permitted). Bias ply tires are not permitted. No low profile tires, slicks, recaps, snow tires or studded winter radials are permitted. The composition and character of the tire may not be altered from original.

2. WHEELS: Any type of automotive steel wheel that has a maximum 8.0" width is permitted (see tire rule also). Racing-type steel wheels are permitted. Aluminum, magnesium or other material is not permitted. The diameter and offset may vary. Reinforcing of wheels is permitted with plating, washers or double nuts. Heavy-duty wheel studs and lug nuts are highly recommended. Beadlocks are permitted on any wheel.

a) Wheel Covers - Metal or plastic wheel covers are not permitted. Foam mud plugs permitted.

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

#### **BACK UP CAR:**

A back up car may be introduced at any time between hot laps and the start of the A-feature due to the original car not operating properly and/or from extensive damage. Such determination will be the sole discretion of the track officials. Once a car has been withdrawn from an event, that car will not be allowed to be resubmitted to competition during that event. A backup car may be obtained from any source and does not have to be part of a teams original equipment.

-If a driver is qualified for the feature and goes to a back up car. that driver will start last in feature.

### **Extreme Stock 2019 rules/ Penalties**

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

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

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