

# BAKERSFIELD SPEEDWAY

## OFFICIAL RULES

### AMERICAN STOCK DIVISION

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### **RaceCeivers MANDATORY AT ALL TIMES and is a POST TECH ITEM**

## DEFINITION OF "STOCK" OR "OEM"

In the following rules, stock OEM or OEM will mean that a part or dimension must be from a standard production vehicle. "OEM" is the abbreviation for original equipment manufacturer. If parts are to be stock, stock OEM or OEM then they can not be GM Performance, Bow-Tie, Ford Motorsports, SVO, Direct Connection such as Performance Catalogues, Marine, Mail Order or any special Off-Road or Racing Performance part. No carbon fiber parts anywhere on the car. Absolutely no removal, alteration or covering of casting numbers, manufacturer's name, logos, insignias, etc. from any item on the car. To do so will make that part illegal and it will be treated as such.

### **MAKE OF CARS:**

1. 1964 or later American made sedans. Minimum 112" wheelbase. No station wagons, el caminos, pickups, novas, omegas or venturas. All cars must remain as stock as the day they were manufactured with the exception of the rules. No front wheel drives.
2. All glass and chrome trim must be removed.
3. All flammable interior must be removed.
4. Steering column can be replaced with steel steering rod. Must have collapsible extension in view and is subject for tech approval. Quick release steering wheel allowed. Steering ratio reducers allowed. Shifters can be moved to floor mounted type. The dash may be replaced with a minimum of 22-gauge steel.
5. All power steering pumps must be stock type for that year, make and model. After market pumps OK. Remote fluid cans are not allowed.
6. The body must remain completely stock. Front fenders can be cut for tire clearance (maximum of 4" from race ready position). Quarter panels may be cut but must be resealed at trunk area. Replacement of rear quarters OK. May use stock body panel or stock replacement body panels made of 22-gauge steel only and must be welded back in place plus bolted with minimum 4 bolts, one located in each corner. All body panels are subject to tech approval. Gutting of hoods and deck lids OK. The grill may be removed. Front wells may be removed. Aluminum radiator OK. Aluminum water pumps OK. Under drive pulleys OK. Radiator core support may be replaced with a "tee" bar style support and can pick up front fender mounts. 1 3/4" .095 tubing maximum size tubing. Diagonal support kickers must be within 6" from center to center. Core support design subject to tech approval.
7. No super sports or limited edition sports sedans. All cars will be teched as a basic production sedan. No exceptions.
8. No cutting trunk floor for fuel cell.
9. No spoilers.

# ENGINES & TRANSMISSIONS & REAR ENDS:

10. Engine must be stock for that make and model of car used. All engine tech will be for passenger type sedans, no super sports or limited edition vehicles. No exceptions. 180 lbs. compression maximum. Motor balancing OK. No forged cranks. No lighting of parts. No camel hump heads, no z code heads. GM to GM. Ford to Ford. Stock OEM pistons OK. Stock dished or forged 4 valve relieved flat top piston OK. Must be 4 valve relieved. May install guide plates, poly locks, and screw in studs in heads. May use solid motor mounts. Stock OEM lifters with stock wire clip only no internal snap ring. See photo A. for reference of approved lifter.

11. Transmissions must be automatic and stock for that make and model of car used. No power glides. No exceptions.

12. Valve cover vent may be moved to left side and the right side may be plugged. After market valve covers allowed.

13. All cars will use a Holley #4412 (500-CFM) carburetor (no touch). Stock cast iron or aluminum intake OK. Intake manifold depth not to exceed 3 5/8". Measurement will be taken inside from carb mounting surface to bottom of the intake plenum. After market air cleaner houses O.K. No K & N filters, air cleaners or carb hats. No electric fuel pumps.

14. All cars must adhere to one of the following camshaft rules: **Chevy small block**- .410 int. .410 ext. with a 1.5 rocker arm. **Chevy big block**- .398 int. .398 ext. with a 1.7 rocker arm. **Ford small block** (302w, 351m and 351w only) .416 int. .445 ext. with a 1.6 rocker arm. **All Oldsmobile and Buick motors**- .424 int. .445 ext. with a 1.6 rocker arm. **All Pontiac motors**- .420 int. .443 ext. with a 1.5 rocker arm. ALL MEASUREMENTS WILL BE TAKEN AT THE VALVE.

15. All rear ends must be single wheel, no pos. track, no lockers, no shimming. All rear ends must be single wheel at any rpm. After market steel axles allowed on right rear of car only.

16. Exhaust pipes must not exceed 2 1/2 inches in diameter before the muffler and must extend to rear of driver and point to outside or downward. Stock exhaust manifolds only. No performance manifolds or headers. No cast iron headers. No modifications of any kind allowed to exhaust manifolds. Mufflers mandatory. Muffler and pipes must be mounted underneath floor pan and have support chains. No part of exhaust system can be inside of the drivers compartment. No center dump manifold allowed.

17. All distributors must be stock. No racing modules or coils allowed. No MSD or Mallory modules of any kind. MSD or Mallory wires OK.

18. Any car and driver found with illegal cam shaft, heads, carburetor or locked rear end will forfeit all points earned for the season. This is a non-touch engine and rear end division. Any alteration from stock will be considered a disqualification, and will be subject to fines, suspension and or bonds before being allowed to compete.

## SAFETY:

19. Roll cage must be a minimum of 1 3/4" O.D. .095 mild steel tubing. No galvanized pipe allowed. The drivers side must have (4) four door bars. Bakersfield Speedway highly suggests doorplates. Roll cages must be contained in driver's compartment only, and must have a minimum of (4) four points. No bars are permitted in the trunk or engine compartment.

20. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window.
21. Fuel cells are mandatory. Must have roll over check valve. Chain required from fuel cap to strap. No race fuel.
22. Racing seats are mandatory. No fiberglass seats allowed.
23. A five (5) point safety harness, with quick release is mandatory with a 3" wide lap belt, 3" shoulder belts, and a 2" submarine belt. All belts must be secured to roll cage. All seat belts must have date of manufacture and must be within 3 years of present date. This is for your safety.
24. Bakersfield Speedway highly suggest 1/8" plating on left side door bars.
25. Front and rear bumpers must have straps and must have safety chains running directly to the frame. All bumper straps must cover width of bumper. Any stock steel bumpers OK. Fabricated tube or square steel front or rear bumpers OK. Must be capped on both ends and subject to tech approval. Fabricated front bumpers must be fully covered by OEM appearing aftermarket plastic nose.
26. Bakersfield Speedway recommends a minimum 2 lbs. dry-chemical fire extinguisher be mounted in driver's compartment, be accessible to the driver, have quick release mount and not be taped or plastic tied in. Mandatory by all teams to have minimum one 2 lbs. dry-chemical fire extinguisher be in all pits at all times.
27. Windshield must be replaced with a minimum of 1/4" or maximum 1" mesh.
28. Safety helmet must meet Snell 95 testing standards, bear proper identification, and have no signs of previous damage. No open face helmets allowed. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. *Recommended: Fire retardant head sock and underwear.*
29. The battery may be moved to the upper right side of the firewall and must be in a steel box. Cannot be inside car or trunk area.

#### **SUSPENSION:**

30. Racing shocks and springs O.K. Springs and shocks stock height locations only. Shocks must be stock mounting and cannot be rebuildable. 1" steel non adjustable spacer allowed with stock pads on leaf spring cars only. No aftermarket pads on rear ends allowed.
31. 7" max. Two piece wheels only. No offsets or beadlock devices allowed. All wheels must be the same size, minimum 14" x 7" and maximum 15" x 7". No wheel spacers.
32. All tires must match in size and series and be raced at minimum 30 lbs. PSI on all (4) four corners. Tires must be passenger type, no all terrain, rugged terrain, mud and snow, etc. 7" tread width maximum. Not to exceed \$100.00 price of new tire. DOT approved tires only. Price of tires must be available to the public at any time.
33. Larger wheel on both sides allowed. Larger wheel studs allowed.
34. All four corners must have working brakes.
35. No ballast weight is allowed.
36. Drivelines must be painted white with (2) two straps.

37. Cast and camber subject to tech approval.

38. No Rear sway bars allowed.

**MISCELLANEOUS:**

39. All cars must have 20" tall numbers on both sides and the roof of the car. Colors are to be contrasted so scorekeepers can read them. Must have headlight and taillight number.

40. Mirrors and radios not allowed.

41. Bakersfield Speedway recommends white steel spoke wheels on the right side of car.

42. Body damage repairs must pass tech approval.

43. No two (2) seater cars allowed at any time.

44. Black 6" minimum, windshield visor required for Division Sponsor Sticker Only required. Sticker will be supplied by Bakersfield Speedway. Advertising or names of any kind is not allowed on the windshield visor. Division sponsor sticker is a post tech item and you will be disqualified if you don't have one in place.

**IMPORTANT NOTE:**

Any part within view is subject to tech approval at anytime.

**ENGINE PROTEST PROCEDURES:** Any Bakersfield Speedway member of the same division can for \$500.00 have a motor tore down to crank shaft for inspection of illegal parts of any starters of the main event within 5 minutes after checkered flag at the tech pad area. Promoter may also protest any engine. \$100.00 to Bakersfield Speedway, \$400.00 to car owner if found legal. If illegal, \$400.00 will be returned to member contesting car and \$100.00 to Bakersfield Speedway ( \$100.00 to Speedway covers cost required for tech officials to over see procedure). Must have raced the two races in a row prior to requesting an engine tear down. Refusal of tear down will be loss of points and contingencies for that event, two race suspension (car & driver). Car must pass tech inspection before racing privilege are reinstated. \$125.00 inspection fee required to cover tech officials overtime. Second offence- total loss of racing privilege at The Bakersfield Speedway.

**SCHWEITZER MOTORSPORTS PRODUCTIONS**

**DECISIONS ARE FINAL!!**

**Photo A.**

