



BARONA SPEEDWAY STREET STOCK RULES 2019

RULE CHANGES ARE HIGHLIGHTED IN YELLOW!

YOUR INTERPRETATION OF THESE RULES AND ANY WORK DONE ON YOUR RACE CAR IN AN ATTEMPT TO COMPLY WITH THESE RULES IS SUBJECT TO TECH APPROVAL. ANY MODIFICATIONS NOT ADDRESSED IN THESE RULES WILL NOT BE ALLOWED UNLESS APPROVED BY TECH OFFICIALS.

ALL DRIVERS AND CREWMEN ARE REQUIRED TO READ AND COMPLY WITH THE 2019 BARONA SPEEDWAY GENERAL RULES & RACE PROCEDURES.

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1. ELIGIBILITY

- A. Any 1955 or newer American automobile whose components meets U.S.A. specifications only, with these exceptions:
 - 1). No convertibles, jeeps, trucks, sports cars or front wheel drive cars.
 - 2). Car must have been available in the U.S. and sold by American Motors, Chrysler, G.M. or Ford.
- B. All cars will have a wheelbase of no less than 107½" measured from center of front hub to center of axle, maximum 1" difference side to side.
- C. All cars must weigh a minimum of 3200 pounds with driver at all times.
- D. All casting numbers, manufacturer's name, logos, part numbers, etc. will remain intact and unaltered to be legal. YOU are responsible for what you run.

2. BODY

- A. Body must be complete and stock in appearance.
 - 1). Body type must match frame type. (Ford on Ford, GM on GM, etc.).
 - 2). Stock appearing grill or mesh must be installed.
 - a). Plastic racing nose is OK.
 - b). Subject to Tech approval.
 - 3). After market, stock appearing nose and tail covers OK, i.e. Camaro, Monte Carlo, etc.
 - 4). Stock steel roof must retain A and C-posts.
 - a). T-Tops and sun roofs must be filled with minimum 14 gauge steel, welded shut.
 - b). Subject to Tech approval.
- B. No alterations or customizing of any kind will be permitted.
- C. Fiberglass, steel or aluminum body panels are allowed.
 - 1). Body panels must be bolted or riveted on.
 - 2). No screws.
 - 3). Roofs may be fiberglass or aluminum only with a sheet of 20 gauge steel or thicker on top of drivers compartment, attached to halo and covered by stock appearing roof, Subject to tech approval.
- D. Stock front and rear bumpers or tubular bumpers are allowed. Must meet tech approval.
 - 1). Bumper height measured from ground to centerline of bumper must be a minimum of 16" and a maximum of 20".
 - 2). Front bumper may not exceed 24" from radiator.

- 3). All bumpers must be strapped to fenders or curved inward to avoid hooking of bumpers.
 - 4). All stock bumpers must be reinforced to insure secure fastening to vehicle.
 - 5). Bumper brackets may be fabricated from ¼" steel plate.
 - 6). All bumpers are to be chained (minimum 5/16") or cabled (minimum 1/8") to car frame for added support, subject to Tech approval. Cables or chains must be short enough to prevent the bumper from detaching from car.
 - 7). Bumper shocks must be welded.
- E. Head light and tail light holes must be covered and show good workmanship.
- F. Gutting of hood, doors, roof, rear quarter panels, or rear deck lid is allowed (Inner structure removed).
- G. Hoods cannot be hinged to car.
- 1). Minimum of four (4) hood pins are required – 2 across front and 2 across rear.
 - 2). Fiberglass front ends are allowed.
 - 3). For complete fiberglass front ends, six (6) hood pins are required.
- H. A mud deflector no more than 5" tall and 2' wide may be mounted on the hood and must not obstruct the drivers view.
- I. Front and rear fender wells may be removed. Rear fender wells must be replaced with plastic or sheet metal.
- 1). If fender wells are intact, a 6" hole must be put into each fender well to allow for fire extinguishing.
 - 2). Outer fender wells may be trimmed to a maximum of 3" tire clearance.
 - a). All edges must be rolled and show good workmanship.
- J. All glass must be removed from body.
- 1). Windshield area **MUST** have a ½" maximum screen over entire area.
 - 2). Windshield area must have a minimum of three (3) vertical straps at least ⅛" x 1" to support the screen. All installations subject to Tech approval.
 - 3). ¼" round stock no less than 3" or more than 5" apart must be used in front of driver side of windshield for added protection.
 - 4). Non- reflective sun visor may be added to top of windshield opening.
- K. Full stock firewall (front), floor pan, and rocker panels must be retained.
- 1). All holes in firewall or floor pan must be covered with aluminum or steel no less than 20 gauge for driver's protection.

- 2). An adequate firewall is required between fuel cell and driver's compartment. Rear firewall can be no further forward than the rear fender well with no less than 20 gauge steel.
- L. Removal of plastic dash is mandatory. Steel structure must remain intact.
- M. All interior upholstery must be removed.
- N. All exterior trim, door handles and antennas must be removed.
- O. No mirrors or reflective surface of any kind are allowed.
- P. All doors must be bolted or welded shut.
- Q. Gutting of interior door sheet metal is allowed for installation of door bars only.
- R. No trunk hinges. Must have 4 pins, 2 across front and 2 across back.
- S. Interior sheet metal in trunk area may be removed between frame rails only to allow for fuel cell installation. Minimum 4" hole mandatory.
- T. **Maximum spoiler allowed is a 4" face and no sides.**
- U. No air dams, or bolt on hood scoops will be permitted.
 - 1). Factory hood scoops must be blocked off or disabled. Subject to Tech Approval.
- V. Nerf bars are NOT allowed.
- W. Rub rails are allowed, 1" x 2" tubing.
 - 1). Must be attached to door bars, mounted flush with door skin and cannot extend past either wheel opening.
 - 2). Rub rail ends must be beveled and capped.
- X. Full bodies are required at the beginning of each race event.
- Y. Cars must have all non-damaged body part(s) attached. Severely damaged body part(s) removal is subject to Tech Approval.
- Z. Cars need to be CLEAN with body panels intact at the beginning of the race meet.
 - 1). No sharp edges on body parts allowed.

3. **CHASSIS**

- A. Frame must be stock.
- B. No customizing, altering, redesign or reinforcing of chassis is permitted, except as noted in roll cage rules. Reinforcing of a chassis area due to damage fatigue will be allowed, but must be authorized by Tech PRIOR to repair.
- C. No special sub-frames are permitted except unibody cars, and must be authorized by tech prior to any revision.
- D. Front only sway bar.

- 1). Sway bar mounting must be stock metal, Teflon or plastic bushings.
 - 2). No heim joints permitted.
 - 3). The left side may be connected with a chain.
- E. Ground clearance is a minimum of 4". Ground clearance is measured at the lowest point of the frame or cross member with driver in car.
- F. All replacement of frame sections must be approved by Tech.
- G. No shortening or lengthening of wheelbase.

4. **SUSPENSION, STEERING AND BRAKES**

- A. Stock location of all suspension components cannot be changed.
- 1). Ball joint and ball joint locations must be stock. Ball joints and ball joint locations must be stock height and must be the same from side to side.
 - 2). No steel or offset bushings. Stock type rubber or neoprene bushings only.
- B. Tubular upper A-arms allowed. All mounting points must be OEM locations. NO EXCEPTIONS.
- 1). Metric Chassis must display "IMCA Approved" decal and be equal length both sides.
 - 2). Camaro tubular A-arms must be stock length 9¼ ".
- C. Cutting or welding of steering components or brakes is not allowed, with the exception of the steering column.
- 1). U-joints can replace rag joints.
 - 2). All steering columns must be collapsible.
 - 3). Solid rods must be used for all steering rods.
 - 4). Steering shaft must be ¾" x .120" wall tubing.
 - 5). Spindle savers are allowed.
- D. Caster and camber may be changed by normal methods only (i.e. shims).
- E. One shock allowed per wheel mounted in stock location with stock type mounts only.
- 1). No special shocks or air shocks are allowed. No Schrader valves are allowed.
 - 2). Gas shocks are allowed.
 - 3). Non-adjustable, racing shocks which are factory replacements are allowed.
 - 4). No heim joints allowed on front shocks.
 - 5). Metric chassis rear coil springs cannot exceed 11" in length.
- F. Stock type springs only.

- 1). Any spring rate is allowed.
 - 2). Racing springs are allowed.
 - 3). No coil-over shocks, spring buckets, cut or modified springs allowed.
 - 4). No aluminum leaf springs.
 - 5). After market rubber or metal spacers are allowed.
- G. Factory 4 link cars must have all factory trailing arms in factory location.
- 1). Upper trailing arms can be adjustable in length.
 - 2). Metric cars: Lower trailing arms shall measure no more than 2½" from bottom of axle tube to center of lower trailing arm bolts. Must be even side to side.
- H. You may run uneven amounts of leaf springs from side to side.
- 1). All leaf springs will be bolted together and U-bolted to the rear end housing.
 - 2). Leaf spring cars must use stock front and rear mounts.
 - 3). Sliders are not allowed.
 - 4). Nonadjustable aluminum lowering blocks are allowed for leaf springs.
 - 5). Fixed lowering blocks only.
 - 6). Leaf spring cars – Stock location, no adjustment of shackles, measuring 3½" center bolt to center bolt.
- I. Adjustable rear shackles in stock location are allowed.
- 1). Rear spring height must be the same side to side, measuring center bolt to center bolt.
- J. Weight jacks are not allowed.
- 1). No hydraulic or air jacks allowed.
 - 2). Adjustable spring spacers are allowed.
- K. No composite or fiberglass springs.
- L. No on board adjustable suspensions allowed.
- M. No airbag suspension.
- N. No aftermarket, tube or fabricated suspension components.
- O. Steering quickeners are allowed.
- P. Stock brakes, OEM for make and model, are required.
- 1). All 4 brakes MUST be functioning.
 - 2). No slotting or cross drilling of rotors.
 - 3). No floating caliper brakes.

- Q. No driver accessible or aftermarket proportioning valves allowed. No cutting brakes permitted.
- R. Working stock master cylinder must be in stock location.
- S. After market steel rotors OK, all other brake components must be OEM stock or stock replacement.
- T. No brake cooling vents or ductwork, with the exception of OEM backing plates or shields.
- U. No parking brakes allowed.

5. **ROLL BARS AND CAGES**

- A. Four (4) point minimum cage is required that extends the width of the frame.
 - 1). No more than six (6) points allowed, including 2 rear kickers which must be attached to the frame within driver's compartment, in trunk area or at rear hoop.
 - 2). Upright bars must be attached to floor or frame by a bolted plate (minimum 4" x 4" x 3/16") (6" x 6" x 3/16" for all new builds) with four (4) 7/16" grade "8" bolts or welded. Bolted plates must be secured with a minimum of four (4) 7/16" grade "8" bolts.
 - 3). No Galvanized, Aluminum, cast iron (black iron) or exhaust pipe allowed.
 - 4). Cage must meet Tech approval.
- B. A minimum of four (4) drivers side and three (3) right side horizontal door bars are required. No more than 7" gap between each horizontal bar with each bar welded to the roll cage. Vertical spreader bars on doors are required with a maximum 14" gap.
 - 1). No butt-welds on door bars unless bars are bent.
 - 2). It is required that the driver's door be plated with minimum 1/8" gauge steel.
 - 3). Plating must extend from forward "A" pillar down tube to completely behind driver.
 - 4). Must leave a 2" hole in front of door plating by front and rear down tubes.
- C. Cage must be minimum 1½" O.D. steel tubing with minimum .095 wall thickness.
- D. Driver with helmet must completely fit inside roll cage.
 - 1). It is recommended that the top of your helmet be a minimum of 2" below the bottom of the roof roll bars.
 - 2). Must meet Tech Approval.
- E. A front radiator hoop is allowed. Four (4) kicker bars may be linked between the radiator hoop and main cage.

- F. All cars will be required to have a middle windshield bar that runs from the roof bar downward to the dash bar. The windshield center bar **MUST** be round tubing at least 1½" x .095".
- G. Tubing around and behind the fuel cell, no wider than the frame rails, is required.
- H. Rear hoop may be installed in trunk, behind the fuel cell, with 45-degree kickers for fuel cell protection.
 - 1). A 1¾" tube or ½" x 1" square tubing may be mounted behind the fuel cell between the ends of the frame rails.
 - 2). No flat or angle stock will be permitted.
 - 3). Tubing is allowed for fuel cell support only, and is subject to Tech approval.
- I. Front and rear cage must have some connection for tow truck to hook to. Track is **NOT** responsible for any damage that may occur while being towed.
- J. Cage and roll bar must be padded wherever driver may come in contact.
- K. Driver leg and foot protection allowed if attached to cage only.
- L. No cockpits – interior must remain open.

6. **COOLING SYSTEM**

- A. Only one (1) radiator is allowed and must be mounted in front of engine. Type must be per make and model.
- B. Water only in the cooling system.
 - 1). No antifreeze or oil of any kind.
 - 2). Water wetter is allowed.
- C. A one (1) gallon catch can is required and must be securely mounted inside the engine compartment. No zip ties.
- D. An air scoop is allowed. Air scoop must not exceed width of radiator and must not extend more than 3" in front of radiator.
- E. A fan shroud is mandatory. Fan shroud must have a top and sides.
- F. Radiator support may be replaced.
- G. Radiator protection is permitted with 1½" x .090" tubing around radiator with one bar diagonally across in front of radiator.
 - 1). Must be behind bumper.
 - 2). Subject to Tech approval.
- H. No electric fans allowed.
 - 1). Aftermarket engine driven fans are permitted.
 - 2). Steel, plastic or nylon fan must be must be mounted in stock location.

I. Water sprayers for radiator only are allowed.

7. ENGINES

A. Engine Blocks:

- 1). The engine must be stock for make of car (Ford to Ford, Chevy to Chevy, etc.).
- 2). OEM firing order cannot be changed.
- 3). Engine must remain in stock location. Solid motor mounts permitted.
- 4). Engine size is to be stock for make and model of car, with exception to cars produced with engines less than 8 cylinders, a 350 Chevrolet, 351 Ford or a 360 Dodge small block V-8 may be substituted per matching year OEM specs.
- 5). Overbore shall not exceed .060 from OEM specifications.
- 6). V-8 engines must be stock production and cast iron only.
- 7). No bow tie blocks or stroker motors allowed.

B. Crankshaft:

- 1). Stock aftermarket crankshafts are allowed.
- 2). No knifing, no lightening.
- 3). No stroking or destroking. No offset grinding.
- 4). No lightweight crankshafts allowed.
- 5). Studded main caps allowed.
- 6). Stock vibration/harmonic dampener only.
- 7). Stock type flywheel only. No aluminum, cutting or special over the counter types.

C. Camshaft:

- 1). Aftermarket cams are permitted.
 - a). Hydraulic lifters only.
 - b). No solid lifters, roller cams, roller cam lifters, mushroom or over bore lifters are allowed.
 - c). Maximum cam lift measured at valve of .500 inches.
- 2). No gear drives allowed.

D. Rods:

- 1). No aluminum. No lightening allowed.
- 2). Heavy duty rod bolts are OK.
- 3). Shot peened is allowed.

- E. Heads:
 - 1). All heads must be factory castings.
 - 2). No aluminum heads allowed. Cast iron only.
 - 3). No angle plug heads.
 - 4). Heads may be milled or resurfaced.
 - 5). No porting, polishing or port matching allowed.
 - 6). Poly locks, stud girdles and guide plates are allowed.
 - 7). No roller tip or roller fulcrum rocker arms.
 - a). Stock type stamped steel 1.5 ratio rockers only.
 - b). No rocker ratio can exceed the OEM spec.
 - 8). Stock diameter valve springs only.
 - a). No dual springs.
 - b). Dampeners are permitted.
 - c). Steel retainer only.
 - d). No titanium or aluminum valve train components.
- F. Cylinder compression is limited to an absolute maximum of 200 pounds; measured with track gauge, at 5 revolutions with carburetor wide open.
- G. No dry sump or external oil pumps allowed.
- H. Fuel pump must remain in stock location.
- I. No "PCV" valves allowed on any part of engine, including carburetor, E.G.R. plate, oil pan, valve cover, intake or exhaust manifolds.
 - 1). All unnecessary hose shall be removed and a plug will be installed in the E.G.R. plate and carburetor.
 - 2). No exceptions.
- J. No water injection.
- K. A 1" minimum oil pan inspection hole is required. Locate the hole below the oil pan rail and approximately 2" forward of the oil filter. Access hole must not be covered and must be accessible by Tech Officials. If you choose not to install the inspection hole you are subject to tear down and gaskets will be at your own expense.

8. **CARBURETORS AND MANIFOLDS**

- A. One carburetor ONLY.
 - 1). All cars must run an unmolested Holly 4412 with air horn in place.
 - a). The only exception is that choke plate may be removed.

- 2). No other types of carburetors allowed.
- 3). Subject to Tech approval.
- B. The only changes permitted to Holley 4412 carburetors are jets, functional power valves, and the removal of choke assembly.
 - 1). A maximum 1" adaptor plate with one gasket on top and one gasket on bottom is allowed for adapting 2 barrel carburetor to 4 barrel manifold ONLY.
 - 2). No cutting or machining permitted.
 - 3). All Holly 4412 carburetors must meet Tech approval.
- C. Fuel line from the fuel pump to carburetor must be made of steel or steel braid.
- D. All carburetors must have two (2) throttle return springs, one on the carburetor and one on the linkage. (One pulling forward, one pulling back.)
- E. Turbochargers, superchargers or ram air of any kind are not allowed.
- F. Standard size air cleaners only 4" x 14" maximum.
 - 1). Standard K&N filter okay.
 - 2). Flat steel top, steel bottom with air cleaner in between.
 - 3). No portion of air cleaner may assist air flow into carburetor.
- G. No fuel injection, NO EXCEPTIONS.
- H. Porting or polishing of carburetors or manifolds is not allowed.
- I. Intake manifolds must be of stock OEM factory production only if running headers.
 - 1). No high rise intake manifolds or air gaps of any type allowed.
 - 2). NO EXCEPTIONS EXCEPT SPECIAL NOTE BELOW.
- J. **SPECIAL NOTE:** Cars may have either one or the other of the following:
 - 1). Aluminum after-market intake manifold must be Edelbrock Torker II or Performer Dual Plane EDL2101 or EDL2116 with stock exhaust manifold.
 - 2). Stock Intake manifold and Headers.
- K. A minimum ½" inspection hole in the top of the intake manifold located between the carburetor and distributor is required. Must be accessible to Tech Officials. If you choose not to install the inspection hole, you will be required to remove the distributor or intake to provide access. All costs will be at your expense.

9. FUEL CELL AND FUEL

- A. Fuel cell must be top fed with turnover valve and mounted in the trunk area behind stock steel firewall. Fuel vent tube must end with the final location below bottom of fuel cell.

- B. Fuel cell must be securely fastened between the frame rails in trunk area with a minimum of four (4) straps, 2 horizontal and 2 crosswise.
 - 1). Fuel cell is to be mounted behind the rear axle with the bottom no lower than the center of the rear axle.
 - 2). Straps are to be 1/8" x 1" minimum.
- C. There must be an 8" diameter hole in the trunk floor to assist in fire extinguishing.
- D. Fuel cell must be enclosed in a minimum of an 18 gauge steel box with the filler spout located in the trunk compartment.
 - 1). Fuel cap must be tethered to the fuel cell with a chain or cable.
 - 2). Ground strap from fuel cell to cage/frame is mandatory.
 - 3). Zip ties or any other fastening devices are not acceptable.
- E. Fuel cell must be foam filled.
- F. No pressurized tanks.
- G. Gasoline or racing fuel only.
 - 1). Gasoline cannot be mixed with alcohols, ethers, aniline or its derivatives, nitro compounds, compounds containing nitro or other oxygenates.
 - 2). No icing, cooling of fuel or cool cans permitted in the pits or racing area.
- H. Fuel line may be run through driver's compartment, but must be completely enclosed in steel tubing and sealed at both ends. Subject to Tech approval.
- I. No electric fuel pumps.
- J. No glass or plastic fuel filters are allowed.

10. **TRANSMISSION, DRIVELINE, AND REAR END**

- A. Transmission must be stock for motor and chassis, Ford for Ford, Chevy for Chevy, etc.
 - 1). Automatic or standard transmissions allowed.
 - 2). Automatic transmissions must have a functional torque converter of 11" minimum diameter with maximum 1500 RPM stall speed. No direct drive transmissions or dummy torque converters.
 - 3). Hydraulic retrofits are allowed.
- B. All transmissions must have a working forward and reverse gear.
- C. Stock steel single disk clutch and flywheel only.
- D. No mini clutches allowed.
- E. No transmission coolers allowed inside driver's compartment. Transmission coolers are to be inside engine compartment only.

- F. Scatter shield, blanket, or ¼" steel plate mandatory for all transmissions.
 - 1). Conveyor belt material is allowed.
- G. A 1" inspection hole in the bell housing accessible to Tech Officials is mandatory.
- H. Drive shafts must be painted white.
- I. Driveshaft hoop is required 12" from front U-joint, under floorboard around driveshaft.
- J. No aluminum drive shafts or rear end housings allowed.
- K. Rear end and housing and overall width must remain stock for chassis, Ford for Ford, Chevy for Chevy, etc. The only exception is: Ford 9" rear ends are allowed with stock mounts for chassis being used.
- L. All differentials allowed. Posi-traction, locked or spool is optional.
- M. No quick changes, ratchet or locker rear ends.
- N. Gear ratio optional.

11. **EXHAUST**

- A. Headers are allowed but only if a stock intake manifold is used.
- B. Mufflers are mandatory. Mufflers cannot be home made.
- C. Muffler(s) must be visible to Tech.
- D. Exhaust must exit behind driver. Subject to Tech approval.
- E. "Y", "X" and "H" pipes are allowed. Subject to Tech approval.

12. **ELECTRICAL SYSTEM**

- A. One passenger car battery per vehicle.
 - 1). Battery must be moved to inside of vehicle in passenger compartment or trunk.
 - 2). If the battery is located in passenger compartment, it must be fully enclosed and secured in an approved metal battery box and securely fastened to floor.
 - 3). Positive battery cable & terminal must be covered with non-conductive material.
 - 4). Dry cell highly recommended.
- B. Stock type or H.E.I. ignitions only.
- C. No magnetos, dual point, MSD box type ignition, racing modules or racing coils allowed.
- D. All cars must have a master kill switch clearly marked with "ON" and "OFF" locations.

- 1). Kill switch must be within drivers reach and reachable from outside of car by rescue crews.
 - 2). Location must be on the speedway bar or center cage to the right of the driver.
- E. All cars must have starters mounted in the stock location and be self-starting at the beginning of the race day.
- F. No on board computers allowed.
- G. All cars must have a properly functioning tachometer.

13. **WHEELS AND TIRES**

- A. Steel rims only, maximum 8" x 16".
- 1). No aluminum, alloy wheels or spinners will be permitted.
 - 2). No coating on wheels allowed.
- B. 9/16" or larger wheel studs required if spacers are used with 1" lug nuts.
- 1). Each stud must have an open ended lug nut at all times.
- C. Any rim offset/backspacing is allowed.
- 1). All wheels must remain within the outside edge of fender. Subject to Tech Approval.
- D. Valve stem location is optional. No bleeder valves are allowed.
- E. All wheel weights will be on the inside of the wheels.
- F. 1 bead lock on right rear is allowed.
- G. Foam mud plug is allowed on the right rear only.
- 1). No wheel covers allowed of any wheels.
- H. Tire profile is to be no less than 60 and no wider than 245.
- 1). Size designation must be visible on sidewall and unaltered.
 - 2). All DOT tires must be street legal, non-race DOT approved.
 - 3). NO HOOSIERS OF ANY TYPE.
 - 4). DOT approved tires can be grooved.
- I. No mud, snow, truck, studded, directional, recap, racing or knobby tires allowed.
- J. No tire softeners.
- K. Inner tubes are allowed.
- L. No electronic traction control devices allowed.

14. WEIGHTS

- A. Weights must be painted white and stamped with car number, bolted securely no lower than the bottom of the frame member.
 - 1). All bolted weight and location must be approved by Tech.
 - 2). No bolt on weight less than a 5 pound block.
 - 3). Weights must be bolted with a minimum of two ½" grade "8" bolts subject to tech approval.
 - 4). Bolt on clamps okay, 2 per weight.
- B. No lead weight may be mounted in the car's interior.
- C. Track scales will be the official weight.
- D. Driver will be fined \$25.00 per piece for all weight that "fall" off the racecar during a race.
- E. **Any car not conforming to these rules will be given a weight penalty, subject to Tech official decision.**

15. SAFETY EQUIPMENT

- A. Driver's Suit:
 - 1). A SFI approved flame retardant driver's suit is mandatory. No polyester clothing of any kind is allowed.
 - 2). Neck collar or a Hans type device is mandatory.
 - 3). No flight suits allowed.
 - 4). Racing gloves mandatory. No welding gloves, gardening gloves, etc.
 - 5). Racing shoes or leather boots required. No nylon shoes are allowed.
- B. Helmet:
 - 1). **A full face shield, Snell 2015 or newer helmet with proper identification is mandatory and must have no signs of previous damage.**
 - 2). Helmet must be SA rated.
 - 3). M rated helmets are not allowed.
- C. Driver's Seat:
 - 1). A commercially manufactured racing seat with padded headrest securely mounted and attached to roll cage in a minimum of four (4) locations – two (2) on the bottom and two (2) on the back of the seat with 5/16" grade "8" bolts is required.
 - 2). Fiberglass seats are not allowed.
 - 3). Seat cannot be mounted to the floor.
- D. Driver's Harness:

- 1). A SFI certified, quick release 5-point racing harness is mandatory. Must have 3" wide lap and shoulder belts and a 2" wide submarine strap.
 - 2). Harness must be date stamped no more than three (3) years old from the present date.
 - 3). Belts must be bolted to cage with grade "8" minimum 5/16" bolts.
- E. Window Net:
- 1). A driver's side window net, minimum 1" mesh is mandatory.
 - 2). No string nets or close net off road type nets allowed.
 - 3). Window net release must be in front at the top of the window and workable from inside and outside of car.
- F. Steering Wheel:
- 1). Removable steering wheels are mandatory and must lock securely to the steering column.
 - 2). Center of steering wheel must be padded.
- G. Eye protection, helmets, harness, neck collars, gloves and driver's suit must be worn at all times when on the racing surface.
- H. Fire Extinguishers:
- 1). A minimum 2-lb. Halon or dry chemical fire extinguisher with a charge indicator is mandatory. Fire extinguisher must be mounted with quick release and within easy driver's reach while fastened into seat.
 - 2). Each pit area must also have an extinguisher located either within the hauler by the door or on the trailer. A 5-lb. ABC type extinguisher is the minimum size for this application.
- I. Radios:
- 1). A one-way raceceiver, scanner, or radio set to officials frequency designated by Track Officials is mandatory at all times while on the racing surface.
 - 2). Radios will be used strictly for line-ups and general information from race controller only.
 - a). Radio to be provided by driver.
 - b). If radio is found to have 2 way communications, car and driver will be suspended for 4 races and driver will be fined \$250.00.
 - 3). A driver is allowed a 1 race per year exception in case of equipment failure or forgetting to bring the radio and must start in the back of their races. If driver does not have a functioning radio after 1 race grace period, they will start in the back of all their races and will be fined \$50.00, paid before next race day.

- 4). All radios are to be mounted on back of drivers' headrest and accessible by officials.
- J. No driver shall compete in any event with head or arm extended outside the confines of the roll cage. Failure to comply will result in immediate black flag and removal from race.
- K. Car and driver will be required to fix safety violations PRIOR to racing in any event.

16. INTERPRETATION OF THE RULES

Though we have made every effort to provide rules that will be clear and precise, should there be any confusion in your interpretation, **ASK!! IGNORANCE IS NOT AN EXCUSE!** If a specific issue is not addressed in these rules, the official's decision is final. Any modifications not addressed in these rules will not be allowed unless approved by the Tech.

We want all cars to be competitive with each other in their division. If you do something with your car that has been overlooked in these rules that we feel gives you an unfair advantage over your competitors, YOU will be required to change YOUR car.

These rules are provided to maintain orderly conduct of racing events and to establish requirements. By participating in Street Stock events at Barona Speedway, each driver agrees to comply with these rules and all general rules of the Speedway.

Should your car be found in violation of these rules it will be the Tech's discretion as to what action will be taken. A minor 1st time infraction may allow you to race that night, but require you to make necessary changes prior to the next race.

Any rule infraction will be given to you in writing. Should a racing advantage rule infraction be found, you may be asked to start in the back, or may not be scored or allowed to place in that event. You also may have to add weight to your car to compensate for the infraction. The amount of weight to be added will vary depending on the infraction, and will be determined by the Tech. You will need to find the weight required yourself, it will not be provided. Changes will need to be made to your car to comply with the rules prior to the next race night.

These rules will be in effect throughout the 2019 racing season. These rules are in no way meant to imply any guarantee of safety. There is no guarantee against injury or death to participants, spectators or others.

These rules may be amended at any time by the Official. Changes may be made for safety, or to keep the competition close.

The Barona Speedway management appreciates your cooperation in complying with these rules. We wish you all a safe and successful 2019 racing season.