



BARONA SPEEDWAY PURE STOCK RULES 2022

The Pure Stock class is designed to be fun while creating a safe atmosphere for the new and young racers and is not intended to be a high dollar car division.

Pure Stock means just that, all original parts. No switching parts. Please make all cars legal. We would like to make this division fair, fun and equal for all.

All illegal parts will be confiscated and become the property of Barona Speedway.

Each Pure Stock will be inspected for performance enhancing items.

Pure Stock division may run clockwise or counter clockwise to start any race event at the tracks discretion.

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

ALL DRIVERS AND CREWMEN ARE REQUIRED TO READ AND COMPLY WITH THE 2022 BARONA SPEEDWAY GENERAL RULES & RACE PROCEDURES.

TABLE OF CONTENTS

TABLE OF CONTENTS.....	2
1. DEFINITION OF “STOCK”, “STOCK OEM”, OR “OEM”	3
2. ELIGIBILITY	3
3. BODY	3
4. CHASSIS.....	5
5. SUSPENSION, STEERING AND BRAKES	5
6. ROLL BARS AND CAGE.....	7
7. COOLING SYSTEM	8
8. ENGINES	8
9. CARBURETORS AND MANIFOLDS.....	10
10. FUEL CELL & FUEL	11
11. TRANSMISSION, DRIVELINE AND REAR END.....	11
12. EXHAUST	12
13. ELECTRICAL SYSTEM	12
14. WHEELS AND TIRES	13
15. WEIGHTS.....	13
16. SAFETY EQUIPMENT	14
17. INTERPRETATION OF RULES	16

1. **DEFINITION OF “STOCK”, “STOCK OEM”, or “OEM”**

- A. “OEM” is the abbreviation for Original Equipment Manufacturer.
- B. Stock (when referring to OEM parts or dimensions), Stock OEM, or OEM means that a part or dimension must be from a standard production vehicle.
- C. Parts that are described as Stock, Stock OEM or OEM cannot be GM Performance, Bow-Tie, Ford Motorsports, SVO, Direct Connection such as Performance Catalogues, Marine, or Mail Order of any special Off-Road or Racing Performance part.
- D. No carbon fiber parts anywhere on the car.
- E. All casting numbers, manufacturer’s name, logos, insignias, part numbers, etc. will remain intact and unaltered to be legal. You are responsible for what you run.
- F. Alterations, removal, or covering of casting numbers, manufacturer’s name, logos, insignias, part numbers, etc. will make that part illegal and it will be treated as such.

2. **ELIGIBILITY**

- A. Any 1960 or newer American made automobile whose components meet U.S.A. specification only, with these exceptions.
- B. No convertibles, jeeps, station wagons, trucks, sports cars or front wheel drive cars.
- C. Car must have been available in the U.S. and sold by American Motors, Chrysler, Ford or G.M.
- D. All cars will have a minimum wheelbase of no less than 108 ". No car will have more than ½" difference side to side.
- E. All cars must weigh a minimum of 3500 pounds with driver at all times.
- F. All cars must remain completely stock for year, make and model per the manufacturer’s original specifications. The only exceptions are contained in these rules.

3. **BODY**

- A. Must be completely stock, including all sheet metal.
 - 1). Cars must remain stock in appearance.
 - 2). Destroyed panels must be replaced with stock parts.
 - 3). Stock appearing grill or mesh must be installed.
 - 4). Nose pieces may be replaced with OEM appearing parts. All installations are subject to tech approval.
 - 5). Stock roof must retain A, B (if stock) and C-posts.

- B. All bumpers must be standard for the make and model of the car.
 - 1). Stock front and rear bumpers only.
 - 2). Bumper height measured from ground to centerline of bumper must be 16" - 20".
 - 3). Tubular bumpers are not allowed.
 - 4). All bumpers must be strapped to fenders to avoid hooking of bumpers.
 - 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.
- C. Hood cannot be hinged to car.
 - 1). Gutting of hood or rear deck is allowed.
 - 2). Minimum of four (4) hood pins are required – 2 across front and 2 across rear.
- D. No holes may be cut in hood. Hood must close in stock position.
- E. A mud deflector no more than 5" tall and 2' wide may be mounted on the hood and must not obstruct the drivers view.
- F. Front inner wheel well panels may be removed. If not removed, must have minimum 6" hole cut in wheel well for fire rescue access.
 - 1). Fenders may be cut out for tire clearances, not to exceed 3".
 - a). All edges must be rolled and show good workmanship.
 - 2). Front Fenders are optional in the Pure Stock Figure-8 class.
- G. 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.
- H. No mirrors or reflective surfaces of any kind allowed.
- I. All exterior trim, door handles and antennas must be removed.
- J. Both front inner door panels may be cut out for door bars only. No other inner panels may be cut out.

- K. It is MANDATORY that all upholstery or plastic interior panels and stock dash plastic be removed.
- L. Stock firewall (front and rear), floor pan, and rocker panels must be retained. No excess holes in firewall.
 - 1). All holes in both firewalls and floor pan must be covered for driver's protection.
- M. All doors must be welded shut.
 - 1). Leave door hinges.
 - 2). Subject to Tech approval.
- N. Passenger side and rear area of driver's compartment cannot be sheeted over.
- O. No trunk hinges. Must have 4 pins, 2 across front and 2 across back.
- P. No spoilers or rub rails.
- Q. Full bodies are required at the beginning of each race event.
- R. Cars leaving the hot pits must have all non damaged body part(s) reattached. Severely damaged body part(s) removal is subject to Tech Approval.
- S. Cars need to be CLEAN with body panels intact at the beginning of the race meet.
 - 1). No sharp edges on body parts allowed.

4. **CHASSIS**

- A. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with minimum 0.083 inch wall thickness, same length as material removed. Factory seam must remain visible. Unibodies recommended tie rear frame to front frame. Frames may be "X" braced. Must meet race Director/Tech approval.
 - 1). All chassis, suspension and body mounts must be stock location.
- B. Front sway bars must be stock with stock links on both sides.
- C. No rear sway bars allowed.
- D. 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.

5. **SUSPENSION, STEERING AND BRAKES**

- A. Suspension must remain stock. No cutting, heating, welding, drilling or modifying of any suspension or brake components.
- B. Only one shock per wheel in stock location.

- 1). All shocks must be stock type and must be mounted in stock location to stock rubber mounts.
 - 2). Shocks cannot be painted.
 - 3). Any non-adjustable, factory replacement type shocks are allowed.
- C. No adjustable or fabricated spring hangers allowed.
- 1). No fixed or adjustable spring spacers allowed.
 - 2). No weight jacks.
 - 3). No lowering block allowed.
- D. Upper and lower control arms must remain stock OEM.
- 1). Control arms may not be changed from side to side.
 - 2). No steel or offset bushings.
 - 3). Ball joint and ball joint location must be stock. No drop ball joints.
 - 4). "A" Frames must remain unaltered.
 - 5). No offset upper control arm shaft.
- E. Steering column must be mounted in stock location.
- F. All Steering components (pump & box) must be OEM stock for model being used.
- G. Cutting or welding of steering components 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 $\frac{3}{4}$ " x .120" wall tubing.
- H. Steering quickeners are not allowed.
- I. Stock style master cylinders must be in stock location.
- J. Factory stock brakes are required.
- 1). All 4 brakes MUST be functioning.
 - 2). All brakes must be OEM for make and model.
 - 3). Hydraulic on all four wheels if original specs provided for hydraulic.
 - 4). Disc brakes allowed only if stock for make and model of axle.
 - 5). No slotting or cross drilling of rotors.
 - 6). Brake pedals must remain in stock location.
- K. No driver accessible or aftermarket proportioning valves allowed. No cutting brakes permitted.

- L. No brake cooling vents or ductwork, with the exception of OEM backing plates or shields.
- M. No parking brakes allowed.

6. **ROLL BARS AND CAGE**

- A. Four (4) point minimum cage is required that extends the width of the frame.
 - 1). 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.
 - 2). Four (4) upright bars will be mandatory.
 - 3). No Galvanized, Aluminum, cast iron (black iron) or exhaust pipe allowed.
 - 4). Cage must meet Tech approval.
- B. Kickers are optional.
 - 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). No diagonal bars in front of firewall.
 - 3). A front radiator hoop no wider than frame rails is allowed. Two (2) kicker bars may be linked between the radiator hoop and main cage/frame area.
- C. 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 and welded at all edges.
 - 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.
- D. Cage must be minimum 1 1/2" O.D. steel tubing with minimum .095 wall thickness.
- E. Front and rear roll bar MANDATORY. Call Tech Inspector if you have any questions.
- F. 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.

- G. Must have a rear support bar behind the driver's seat.
- H. 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".
- I. Tubing around and behind the fuel cell, no wider than the frame rails, is required.
- J. 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.
- K. Cage and roll bar must be padded wherever driver may come in contact.
- L. No cockpits – interior must remain open.

7. **COOLING SYSTEM**

- A. Only one (1) radiator is allowed and must be mounted in front of engine in stock location. Type must be per make and model.
 - 1). Stock aluminum with plastic tanks replacement OK, must meet Tech approval.
 - 2). Aluminum after-market radiators allowed.
- 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. A fan shroud is mandatory. Fan shroud must have a top and sides.
- E. No electric fans.
 - 1). Aftermarket engine driven fans are permitted.
 - 2). Steel, plastic or nylon fan must be bolted in stock location.

8. **ENGINES**

- A. Factory engine and components only.
 - 1). Engine size is to be stock for make and model of cars.
 - 2). No stroker motors.
 - 3). OEM firing order cannot be changed.
 - 4). Industry standard OEM replacement internal engine components only.
 - 5). No aftermarket high performance parts allowed.
 - 6). Engine must be in stock location.
 - 7). Engine can be 6 cylinder or V-8.

- 8). Overbore shall not exceed .060" from OEM specifications.
- B. The following engine components will be Stock:
 - 1). Block, oil pump, oil pan, balancer, timing chain & gears, crank, rods, pistons (flat top or dished only), camshaft, heads, valves, valve springs retainers, keepers, intake and exhaust manifolds, water pump, fuel pump, power steering pump, & pulleys.
 - 2). The charging system may be removed.
 - 3). Crankshaft must be OEM stock production for make and model of block.
 - a). No stroked or de-stroked crankshafts.
- C. Smog pumps smog tubs A/C pumps and things of this nature may be removed.
- D. Fuel pump must remain in stock location.
- E. No aftermarket cams are permitted.
 - 1). Hydraulic lifters only.
 - 2). No solid lifters, roller cams, roller cam lifters, mushroom or over bore lifters are allowed.
- F. No aluminum cylinder heads.
 - 1). Screw in studs, guide plates and poly locks are allowed
 - 2). Valve springs to be stock diameter only.
- G. Stock steel rocker arms of stock ratio only.
- H. Heads may be milled or resurfaced. No porting or polishing allowed.
- I. Valves to be stock size and material.
- J. Valve cover vent may be moved to left side and right side may be plugged.
 - 1). After market valve covers ok.
- K. Racing oil pans are allowed
- L. No water injection.
- M. All cars must have a minimum of 17 inches of vacuum at 800 rpm for 3 minutes and idle at 400 rpm for 3 minutes. CARS MUST HAVE WORKING TACH.
- N. Cylinder compression is limited to an absolute maximum of 180 pounds, measured with track gauge, at 5 revolutions with carburetor wide open.
- O. 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.

9. CARBURETORS AND MANIFOLDS

- A. One carburetor ONLY.
 - 1). All cars must run a box stock Holly 4412 carburetor.
 - a). No speed parts.
 - b). No race-style or off-road style Holly 4412 type carburetors allowed.
 - 2). 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.
 - 2). No cutting or machining permitted.
 - 3). All Holly 4412 carburetors must meet Tech approval.
- C. Holley OEM replacement parts only.
- D. Fuel line from the fuel pump to carburetor must be made of steel or steel braid.
- E. All carburetors must have two (2) throttle return springs, one on the carburetor and one on the linkage. (One pulling forward, one pulling back.)
- F. Turbochargers, superchargers or ram air of any kind are not allowed.
- G. No modification of throttle shaft, butterfly, screws, or internal parts allowed.
- H. 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.
 - 4). Air cleaners through hood are not allowed.
- I. Porting or polishing of carburetors or manifolds is not allowed.
- J. Cast iron intake manifolds only.
 - 1). If no OEM cast iron intake is available for engine, then OEM aluminum intake OK. Subject to Tech approval.
 - 2). No fuel injection.
 - 3). No high rise intake manifolds of any type allowed.
- 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.

10. FUEL CELL & 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. Fuel cells are mandatory.
- 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 a minimum of ½" x 1".
- C. There must be an 8" diameter hole in 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 aftermarket electric fuel pumps.
- J. No glass or plastic fuel filters allowed.

11. TRANSMISSION, DRIVELINE AND REAR END

- A. Automatic or standard transmissions allowed. Must have stock OEM torque converters and transmission components. Automatic transmission must have a functional torque converter of 11" minimum diameter with maximum 800 RPM shall speed. No direct drive transmissions or dummy torque converters.
- B. All transmissions must have a working forward and reverse gear.
- C. Stock single disk clutch and stock steel flywheel or flex plate only.
- D. No aluminum, cutting or special over-the-counter type flywheels.
- E. Scatter shield, blanket, or ¼" steel plate mandatory for all transmissions.
 - 1). Conveyor belt material is allowed.

- F. A 1" inspection hole in the bell housing accessible to Tech Officials is mandatory.
- G. Driveshaft must remain stock and must be painted white.
- H. Driveshaft hoop is required 12" from front U-joint, under floorboard around driveshaft.
- I. No aluminum drive shafts or rear end housings allowed.
- J. Rear end and housing and overall width must remain stock for chassis, Ford for Ford, Chevy for Chevy, etc.
- K. Posi-traction optional.
 - 1). No floaters or quick changes.
 - 2). No lockers of any kind.
 - 3). Welding of rear end is optional.
 - 4). Mini spool is optional.
 - 5). No front wheel drive.
- L. Gear ratio optional.

12. EXHAUST

- A. Cast iron exhaust manifolds only.
 - 1). 2" maximum inside diameter.
 - 2). No headers or speed equipment of any kind.
- B. Mufflers and tail pipe mandatory. Mufflers cannot be home made.
 - 1). Must run stock type OEM muffler(s), i.e. street approved.
- C. Muffler(s) must be visible to Tech.
- D. Exhaust must exit behind driver. Subject to Tech approval.

13. 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. Only stock Ignition systems allowed.

- 1). NO duals, MSD's or Accel allowed.
 - 2). Stock coils only.
 - 3). No spark boxes of any kind.
- C. 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.
- D. All cars must have starters mounted in the stock location and be self-starting at the beginning of the race day.
- E. No on board computers allowed.
- F. All cars must have a properly functioning tachometer.

14. **WHEELS AND TIRES**

- A. Steel wheels, minimum 14", maximum 15" rims not to exceed 7" width.
- 1). Chrome or white spoke OK, not to exceed 7" width.
 - 2). No wheel spacers allowed.
- B. 9/16" or larger studs are mandatory.
- C. All wheel weights will be on the inside of the wheels.
- D. No bead locks or screws are allowed.
- E. Any profile tire is acceptable.
- F. 7" maximum tread width on DOT casing. Tread width must remain stock.
- G. All four (4) tires and rims must be the same letter and number size and must be street legal.
- H. No mud plugs allowed.
- I. No mud, snow, truck, studded, directional, recap, racing or knobby tires allowed.
- J. No tire softeners.
- K. No grooving allowed.
- L. Inner tubes are allowed.
- M. No electronic traction control devices allowed.

15. **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.**

16. 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). No flight suits allowed.
 - 3). Neck collar or a Hans type device is mandatory.
 - 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 3/8" 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 3/8" 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 current race day begins.
 - a). Subsequent violations will result in a \$50.00 fine, paid
 - 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.

17. INTERPRETATION OF 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 Pure Stock or Pure Stock Figure-8 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 2022 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 2022 racing season.