



BARONA SPEEDWAY JUNIOR SPRINT RULES 2024

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. IF IT IS NOT IN THE RULES – YOU CAN'T DO IT.

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

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1. ELIGIBILITY

- A. Drivers must be 11-14 years old.
- B. 9 -10-year-olds may participate if they have at least one year of mini-dwarf experience at Barona Speedway and are approved by track officials.
- C. Driver age of eligibility is based on date of birth prior to or during the current race season.

2. BODY

- A. Car body will be that of a sprint car.
 - 1). Sprint hood and tail from QRC karts **or Tech approved** supplier must be used.
- B. Body side panels are required and must cover the sides of the car. Side covers in the foot and leg area are recommended to prevent any intrusions.
- C. The front of the car between the belly pan and the hood must be closed.
- D. There shall be no sharp edges or corners on any body parts.
- E. No mirrors or reflective surfaces of any kind.
- F. Front and rear bumpers must be a minimum of $\frac{3}{4}$ " x .065" tubing and must insert into a bumper horn.
- G. Nerf bars must be a minimum of $\frac{3}{4}$ " x .065" tubing.
 - 1). Left nerf bar must mount to four places.
 - 2). Right nerf bar must mount to three places.
- H. All cars will follow the car numbering scheme listed in the Barona Speedway General Rules & Race Procedures with the following exceptions:
 - 1). Numbers must be a minimum of 8" high and 1.5" wide in a sharp contrasting color to the body schema.
 - 2). The numbers must be displayed on the hood.
 - 3). The cars number must also be affixed to the tail tank on right hand side, a minimum of 8" high.

3. SUSPENSION AND BRAKES

- A. Front axle is 32" - 34½". This is measured from the center line of the kingpin at the center line of the axle.
- B. Two coil-over shocks in front suspension only.
- C. Two coil-over shocks in rear suspension only.

- D. One-foot operated hydraulic brake on the rear axle. A return spring is optional.
 - 1). Both rear wheels must be locked with keyways so both wheels stop when the brake is applied.

4. **CHASSIS, ROLL BARS AND CAGE**

- A. Weight:
 - 1). Complete car minimum weight is 450 lbs. with driver. Track scales will be the official weight.
- B. Width:
 - 1). Max width of rear top of roll cage is 26".
 - 2). Max width of lower frame is 18".
 - 3). Minimum width of arm guards is 30".
- C. Length:
 - 1). Length of frame is 69" +/- 2".
- D. Height:
 - 1). Max height is 39" at rear.
- E. Wheelbase is 52" - 56½".
- F. The main cage is 1" x .095" upper and lower, and the rest is 1" x .065" tubing.
- G. A secondary cross member must be located above the driver's head between inboard and outboard upper main cage.
- H. Chrome-moly chassis or roll cage is NOT recommended.
- I. All cars must have driver protection bars built into the chassis.
- J. Driver forward rock guard is required. The rock guard shall be made from standard rectangular screen, ¼" - ½" openings.

5. **ENGINE**

- A. A Briggs & Stratton (B&S) World Formula engine is mandatory.
 - 1). All parts must be B&S factory production parts unless otherwise noted in these rules.
 - 2). No machining, polishing or alteration of any part is permitted unless specifically noted in these rules.
 - 3). All parts are subject to comparison with a known stock part.
 - 4). Any deviation for these rules will result in a disqualification and a loss of points for the event.
 - 5). The decision of tech officials is final.

B. Shrouds and Covers:

- 1). Shrouds and covers will be run as supplied except as noted.
- 2). Cylinder shield is optional and may be bent slightly or drilled around spark plug hole to allow fitting cylinder head temperature lead and clearance for Coil Ground lead.
- 3). Flywheel Cover and switch/pump Plate are non tech items but are required.

C. World Formula Block only:

- 1). Must be stock with no alternations, except block may be repaired from broken rod damage, providing that repair does not constitute a functional modification of original block.
- 2). No welding is permitted from the cooling fins upward.
- 3). Breather assembly 555688 is allowed. No other breather assembly will be allowed.
- 4). Engine boring is allowed to clean up bore with these noted limitations:
 - a). ONLY Briggs World Formula 6.5hp 206cc maximum. Bore is 2.6875" - 2.6885" and may be bored up to .030 over stock bore.

D. Head:

- 1). Head may not be altered in any way from factory specifications.
- 2). Heat sink P/N 555690 is allowed.
- 3). Rocker Arms:
 - a). Must be as produced.
 - b). Length is 2.85" - 2.865".
- 4). Rocker Ball:
 - a). Must be stock.
 - b). Diameter to be .590" - .610".
- 5). Push rod:
 - a). Length is 5.638" - 5.656".
 - b). Diameter is .185" - .190".
- 6). Head gasket:
 - a). .012" minimum thickness between head bolt holes.
 - b). Measurements are to be made with micrometer from inside of gasket.
- 7). Cylinder Head Gasket surface:
 - a). Gasket surface may be machined.

- b). Depth from gasket surface to head surface between valves must be a minimum of .319". Measure by using a depth micrometer.
- c). There will be no knife edge finishes allowed, smooth finish only.
- d). No angle milling of the head.

E. Ports:

- 1). No media blasting of any type allowed on intake or exhaust port in/on the head or manifold. Must be as cast.
- 2). Intake Port:
 - a). Maximum diagonal measurement is 1.101".
 - b). Maximum vertical measurement is 1.044".
- 3). Exhaust Port:
 - a). Maximum I.D. of shoulder in bottom of exhaust port is .854".

F. Valves:

- 1). Intake valve seat diameter is .966" - .972".
- 2). Exhaust valve seat diameter is .844" - .850".
- 3). Intake valve head diameter is 1.055" – 1.065".
- 4). Exhaust valve head diameter is .935" - .945".
- 5). Valve stem diameter is .232" - .238".
- 6). Valve face must have one 45 degree sealing surface only.
- 7). Replacement of valve guides with B&S factory P/N 555645 is allowed.

G. Valve Springs:

- 1). Dual valve springs as supplied by factory are required.
- 2). Inner spring wire diameter is .066" - .068".
- 3). Outer spring wire diameter is .112" - .114".

H. Crankshaft:

- 1). Stock B&S crankshaft P/N 772 or 052 only allowed.
- 2). All finishes to be as factory supplied with stock timing gear installed in stock location only.
- 3). No alteration or polishing in any manner allowed.
- 4). Offset crankshafts not permitted.
- 5). Stock bearings required.
- 6). Shim(s) if used, must be installed as from factory.
- 7). Crankshaft journal diameter is 1.094" - 1.100".

- I. Connecting Rod:
 - 1). Stock B&S P/N 557005 or 557117 rod.
 - 2). Rod may not be altered or polished.
 - 3). Rod may be clearanced providing that it is in stock configuration and finish with no dimpling or media blasting.
 - 4). Rod ends must be concentric with crank journal and wrist pin with no chamfer or breaking of edges.
 - 5). Rod length, measured from bottom of wrist pin hole to top of crank journal hole is 2.419" - 2.429".
 - 6). Oil hole opening is .185" no-go.
 - a). Crank end of oil hole is chamfered.
 - 7). ARC rod of World Formula stock dimensions with replaceable bearings may be used with prior approval of Tech.
- J. Wrist Pin:
 - 1). Maximum I.D. is .414".
 - 2). O.D. is .624" - .626".
 - 3). Minimum length is 1.901".
- K. Camshaft:
 - 1). No alteration of the camshaft by machining or polishing is allowed.
 - a). Cam must be used as supplied by the manufacturer.
 - 2). Must be OEM Briggs World Formula 308 cam part #557041. No Exceptions.
 - 3). First camshaft check will be taken at the valve spring retainers.
 - a). With the lash set at zero, the movement of the valve spring retainer may not exceed .3085".
 - 4). Any camshaft with a measurement at the push rod of less than .306" should be removed and measured on the grind and checked for alteration.
 - 5). Camshaft must be supplied with Stock Profile.
- L. Valve Lifters:
 - 1). Must be stock. No Polishing allowed.
 - 2). Lifter head diameter must be .969" - .972".
- M. Pistons:
 - 1). Stock World Formula piston required.
 - 2). No alteration, polishing or machining allowed.

- 3). The factory piston skirts are black coated and bear the Briggs insignia on each side.
 - a). The coating cannot be removed, polished or altered in any way.
Factory finish only.
- 4). Minimum from top of piston to top of wrist pin on circlip side is .658".
- 5). Minimum piston length is 1.768".
- 6). Factory Briggs .010, .020 & .030 oversize World Formula pistons are allowed.

N. Piston Rings:

- 1). Three rings mandatory.
 - a). Top compression ring must have chamfer or **O** toward top of piston.
 - b). Second scraper ring must be installed with inside chamfer down and **O** toward top of piston.
 - c). Oil ring must be installed as from factory.
- 2). No alteration of rings allowed except end gapping and lapping.
 - a). Maximum ring gap of rings is .050".
 - b). Rings must be self supported in the cylinder bore of the engine being inspected.
 - c). Rings must remain flat.
- 3). Rings must be in one piece when removed from block.
 - a). Aftermarket rings are allowed if they meet the specifications listed below:
 - b). Minimum width of top two rings is .095".
 - c). Thickness of top two rings is .059" - .064".
 - d). Minimum width of oil ring is .065". Ring groove must be present.
Expander must be installed.
 - e). Thickness of oil ring is .098" - 1.02".

O. Deck/Pistons Clearance:

- 1). Machining of deck surface is permitted.
- 2). There will be no knife edge finishes allowed, smooth finish only.
- 3). Piston pop-up cannot exceed .035" above block surface in the center of the piston.
 - a). When measuring piston pop-up, use the backside of the Sox pushrod gauge or set flat bar stock across piston parallel to wrist pin.
 - b). Use dial indicator to check pop-up on center of this bar.

- 4). Carbon may be removed from the top of the piston prior to measuring.
- 5). Top of piston may be filed to relieve protrusions left by number stamp on top of piston.

P. Stroke:

- 1). Maximum stroke is 2.204".
 - a). Push piston down to take up rod play.

Q. Oil and Crankcase:

- 1). Any crankcase oil is allowed but must pass the burn test and/or the sniffer test. (Recommend TUFF industries Sniffer)
- 2). One or two stock crankcase gaskets are required.

R. Flywheel:

- 1). Only stock Cast Aluminum Briggs P/N 557126 flywheel is permitted.
- 2). Starter ring gear and all cooling fins must be in place.
- 3). No machining, glass beading, sandblasting, painting or coating of flywheel is allowed.
- 4). Minimum flywheel weight with starter ring, cooling fins, and attachment bolts is 4 lb. 3 oz.
- 5). Chipped fins due to poor casting are legal.
 - a). Completely broken off fins are not allowed.
- 6). Stock flywheel key with B&S logo is required and will determine Aluminum flywheel ignition timing.
 - a). The flywheel key may be aluminum or steel.
 - b). No offset keys permitted.

6. **CARBURETORS AND MANIFOLDS**

A. Stock Walbro PZ-26 carburetor only.

- 1). No alterations allowed except choke.
- 2). Carburetor mount boot Briggs P/N 557130 is required when using World Formula stock manifold.

B. Stock world formula Green Filter brand 40x75mm air filter is required and must be secured in a manner preventing separation from the carburetor during operation.

- 1). No extensions or adapters.

C. Pre-filters allowed.

D. Slide must remain unaltered.

- E. Unaltered Stock needle marked CDB is required and must be installed properly.
- F. Choke assembly is optional and may be removed and shaft holes plugged with silicon.
 - 1). If choke is retained, choke lever may be fastened open with spring, rubber band or tie wrap.
- G. Pilot Jets:
 - 1). Any pilot jet size allowed.
- H. Nozzle/needle jet is to remain stock with the 2.6mm bore.
 - 1). No alterations allowed.
- I. Main Jets:
 - 1). Any main jet size allowed.
- J. Venturi Measurement:
 - 1). Vertical: .9902" maximum.
 - 2). Horizontal: .7382" maximum.
- K. Intake Manifold:
 - 1). Stock World Formula 90-degree intake manifold P/N 557009 must be used. No exceptions.

7. FUEL SYSTEM AND FUEL

- A. Fuel tanks may be removed from top of engine and relocated.
 - 1). Fuel tank may be relocated to the left-hand side, or tail.
 - a). If tank is relocated, it must be contained to prevent external contact.
 - b). If relocated the fuel line must be completely enclosed in steel tubing, however, relocation is OPTIONAL.
 - 2). Aftermarket tanks will be allowed but specific tank must be approved by the tech officials first.
 - 3). Racing approved fuel line must be mounted in such a manner as to prevent contact that would cause damage.
 - 4). All fuel lines must have an in line shut off valve accessible from inside and outside the car.
 - 5). The fuel tank must be vented, and vent must be configured to prevent fuel leak in the event of a rollover.
 - 6). Any exposed fuel lines in the area of the chain need to be inside of a steel tube.
- B. Fuel is to be 110 Octane non-oxygenated racing gas only. No Pump Gas.

- 1). NO METHANOL, ETHANOL, E-85 or E15.
 - 2). The fuel cannot be custom blended and cannot contain any additives except as supplied by the race fuel manufacturer or by the State of California and included in the fuel at the pump when purchased.
 - 3). Fuels can/will be tested for oxygenates above state/manufacturer guidelines, and for performance additives not included at the pump for particular racing fuel.
 - a). Fuel may be checked by Tech at any time during an event and by any means at their discretion.
 - b). Fuel may be checked for various characteristics such as specific gravity, water test, odor, or in more serious situations by professional analysis.
 - c). Tech officials reserve the right to disqualify any car and driver assumed to be using illegal fuel based on any of the characteristics mentioned above.
 - 4). If a fuel sample is taken for analysis, it will be the responsibility of the car owner for the cost of the analysis up to \$250.00 per sample.
 - a). Samples will be sealed in new containers with tamper evident tape.
 - 5). Each competitor is allowed one courtesy check of fuel in his tank.
 - 6). Tech officials may, at their discretion, drain and test fuel at any given time.
- C. Fuel pump must be B&S P/N 808656 or commercial vacuum type equivalent.
- D. The fuel pump must be pulsed from intake manifold only.
- E. No electric fuel pumps.

8. **DRIVE SPROCKET, CLUTCH AND REAR END**

- A. Clutch must be engine mounted.
- B. Arena clutches are not allowed.
- C. Any commercially available open centrifugal dry clutch is allowed using #35 drive sprocket.
- D. Any steel or aluminum split or solid drive sprocket is allowed.
- E. No jack shafts permitted.
- F. No torque converters or belt drives.
- G. Rear axle is 1" diameter and 40" long and may be chrome-moly.
- H. Chain to be run from clutch to drive axle **ONLY**.
- I. Must be junior sprint swing arm rear end.
- J. No birdcages of any type.

K. Chain guides and chain tensioners are allowed.

L. Chain/clutch guard is mandatory.

9. EXHAUST

A. Exhaust header is a non tech item.

- 1). Any aftermarket exhaust is allowed.
- 2). Exhaust must exit to the rear and away from the driver.
- 3). Any exhaust gasket or no exhaust gasket allowed.
- 4). Sealer allowed on header.
- 5). Header nuts are not required to be safety wired.
- 6). Bracing is required and must secure header to prevent separation from the engine during operation.
- 7). Coating the pipe is allowed.
- 8). Exhaust gas temp sensor is optional.

10. ELECTRICAL SYSTEM

A. Stock starter motor must be operational and capable of starting engine. All cars must be self-starting at all times. See General Rules, Race Inspections section for more details.

- 1). Battery must be minimum of 8 AH rating and capable of starting warm engine.
- 2). Recoil starter and flywheel starter cone are optional.
- 3). Starter support bracket P/N 557119 is optional.
- 4). No external starters will be permitted.

B. Ignition:

- 1). Unaltered B&S stock world formula ignition module P/N 557125 (RED 7100 RPM rev limiter).
- 2). Any commercially available, 10mm thread spark plug allowed.
 - a). Indexing washers allowed.
 - b). Removal of factory sealing washer is not allowed unless using head temp sensor ring.
- 3). Spark plug connector must be stock factory type.
- 4). Rubber plug boot is allowed.
- 5). Coil air gap is non tech.

C. Rev Limiter:

- 1). The Stock World Formula ignition module rev limited to 7100 RPM, P/N 557125, MUST BE USED.
 - 2). Rev limiter may be checked at any point in the race program.
- D. Battery:
- 1). A master shut off switch must be easily accessible from inside and outside of the car.
 - 2). Batteries must be located within the tail of the car and securely mounted to the frame or tail clip so that it is protected from damage.
 - a). Acid-free dry cell batteries may be used and may be mounted in a protected area behind the driver or tail.
 - b). A strap covering the battery filler caps is mandatory.

11. WHEELS AND TIRES

- A. Rims can be steel or aluminum.
- B. Turf tires only.
- C. Front are 15 x 6.00 x 6".
- D. Rear wheels must be 8" rims. Rear tires are a minimum of 16 x 6.50 x 8".
- E. Grooving of tires is allowed.
- F. No Chemically treated tires.

12. WEIGHTS

- A. All cars that require added weight must have it securely fastened between the lower frame rails with a minimum of two 3/8", grade "8" bolts **(hose clamps, tie wraps, etc. are not acceptable)**.
- B. **The weights must be painted white with car number displayed on them in contrasting color (black preferred).**

13. SAFETY

- 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 neck restraint system is mandatory.
 - 3). Racing gloves mandatory.
 - 4). Racing shoes required.
 - 5). Driver's legs must be fully covered by driver's suit, socks, and shoes.
- B. Helmet:

- 1). A full-face shield, Snell 2015, SA approved or newer helmet with proper identification are required and must have no signs of previous damage. (See 2 below)
- 2). Motorcycle helmets (M rated helmets), with a nomex sock will be allowed.
- 3). No motocross helmets.
- 4). All helmets shall be clean and free from visible scratches prior to each race. This allows responders a visible indication of contact in the event of an accident.
- 5). **Tear off strips are MANDATORY.**

C. Driver's Seat:

- 1). A commercially manufactured racing seat, with padded headrest, securely mounted and attached to roll cage in a minimum of three (3) locations – two (2) on the bottom and one (1) on the top of the seat using 3/8", grade "8" bolts is required.
- 2). Fiberglass seats are not allowed.
- 3). Seat cannot be mounted to the belly pan.
- 4). Arm restraints are mandatory.

D. Driver's Harness:

- 1). A race approved; quick release 5-point racing harness is mandatory. Must have a minimum 2" wide lap and shoulder belts and a 1" wide submarine strap.
- 2). Belts must be bolted to cage with 3/8" grade "8" bolts (minimum). Wrap around strap style is acceptable with tech approval.
- 3). Harness must be date stamped and no more than four (4) years older from the present date. No worn or frayed or oil-soaked seat belts allowed.
- 4). Driver's harness must be worn at all times while in racecar.

E. Window (Helmet) Nets: **(You MUST do either 1, 2 or 3 below)**

- 1). Head supports mounted to both sides of the seat (**OR**):
- 2). Helmet nets on both sides (**OR**):
- 3). Combination of head supports and helmet nets. (Example: helmet support one side, helmet net other side).
- 4). No string nets or close net off road type nets allowed.

F. Driver arm restraints are mandatory.

G. Steering Wheel:

- 1). Removable steering wheels are mandatory and must lock securely to the steering column.

- 2). **Center of steering wheel must be padded.**
- H. Eye protection, helmets, harness, neck collars, gloves and driver's suit must be worn at all times when on the racing surface.
- I. Fire Extinguishers:
 - 1). A one-pound dry chemical fire extinguisher with a charge indicator mounted in front of the seat and under the drivers' legs **is highly recommended but NOT mandatory**. Fire extinguisher must be mounted securely with a quick release (**hose clamps, tie wraps, etc., are not acceptable**).
 - 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.
 - 3). Sharing a fire extinguisher between pits is not allowed.
- J. No radios, bluetooths or ipods are to be worn on the racing surface.
- K. 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. Nitro BEE or Fusion Raceceiver are recommended.
 - 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. If driver does not have a functioning radio after 1 race grace period, they will start in the back of all their races until a radio is provided.
 - 4). All radios are to be mounted on back of drivers' headrest and accessible by officials.
- L. 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.
- M. No driver may participate in any racing or practice while wearing any type of cast (includes soft or removable composite type casts).
- N. Crew and driver will be required to fix safety violations PRIOR to racing in any event.

14. DRIVERS MEETING

- A. The drivers meeting will be at 4:15 PM.

- 1). Roll call will be taken.
 - 2). If you are not present, you will start in the back.
- B. If you are late to staging, you forfeit your position and you will start in the back.
- C. Drivers who miss the roll call will start in front of drivers who are late to staging.
- D. If multiple drivers are late to staging, they will line up in the order that they arrive.

15. LINE-UP AND RACE PROCEDURES

- A. Line-up procedures outlined in the Barona Speedway Participant Rules of Conduct & Race Procedures will be followed with the following changes.
- 1). Upon entering the pits, proceed to the tech officials trailer to pill pick.
 - 2). All main events will be a maximum of 10 cars. The promoter has the option to add additional cars, in appropriate.
 - 3). When “B” Mains are necessary, the top 2 finishers will transfer to the rear of the “A” Main line-up.
 - 4). Inversion procedures can be found in “Barona Speedway General Rules & Race Procedures”.
 - 5). Restart lineup will be limited to 2 laps for drivers to take their starting positions once announced by starter (or designated radio controller). If a driver fails to line up in their designated restart position after this, they will be displayed a rolled black flag and must move to the rear of the field.
- B. A (2) stall rule will be enforced. If your vehicle stalls more than twice, you will be directed off the racing surface.
- C. When a driver has won 5 Main event points races during the current racing season, they must start at the rear of all A Mains. Additional rules and procedures can be found in the “Barona Speedway General Rules & Race Procedures” document at baronaspeedway.com.

16. INSPECTIONS

- A. The top 4 finishers in the main event must proceed directly to tech (staging).
- 1). Failure to appear for post race inspection will result being scored last and receiving last place points OR being disqualified and loss of main event points at the official's discretion.
- B. If there is a post-race weigh-in and/or inspection, the top 3 cars will be weighed and/or inspected. The fourth car will be standing by in case of a disqualification. It is your responsibility to get to tech.

- C. If there is any doubt by tech officials as to the legality of an engine, we reserve the right to have the engine pulled and torn down for a detailed offsite inspection.
 - 1). Offsite inspections will be done with division techs and motor owner/builder present only.
 - 2). The motor to be inspected will be placed in a locked steel box with tamper evident tape until the inspection process takes place.
 - 3). Reassembly of the motor and gaskets are the motor owner's responsibility.
- D. Post-race inspections may include, but are not limited to, cylinder head inspections, fuel testing, cam lift check, chassis tolerances and vehicle weigh in.
- E. Inspections may include up to three items checked at post-race inspections.
 - 1). All items inspected must pass tech to avoid disqualification.
- F. At any time, a motor side cover or cylinder head may be removed for inspection.
- G. Inspections will be performed using common measurement instruments to ensure motors meet B&S specifications. Additionally, the following inspections may be performed at the discretion of the technical officials:
 - 1). Degree Wheel:
 - a). Install degree wheel, using positive stop method.
 - 2). Check Ignition Timing:
 - a). With the right edge of the magnet (not the magnet holder) aligned with the right edge of the notch on the bottom of the right leg of the coil. The degree wheel should indicate between 23 and 29 degrees BTDC for either ignition.
- H. All tolerances are +/- .001" measured with dial indicators, micrometers or calipers due to calibration variances.
- I. Should Tech require engine tear down, reassembly of the engine is the responsibility of the team and motor owner, including replacement of gaskets or any other required parts and labor.
- J. Motors found to be illegal in any way will result in disqualification from the event and possible race suspension.
- K. **Tech Officials:**
 - 1). Senior Tech Official: **Nick Novak (619) 454-4514.**

17. 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 Junior Sprint events at Barona Speedway, each driver and parent 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.

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 2024 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 2024 racing season.