2013 PETALUMA SPEEDWAY SUPER STOCK RULES

Current as of February 22, 2013

PETALUMA SPEEDWAY

2013 Super Stock Rules

As of 2/22/2013

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changes are highlighted in Yellow.

1 Safety Equipment

1.1 Driver

Driver Suit

Nomex Type SFI 1, 3, or 5 rated fire suit, gloves and shoes required. Nomex type or equivalent fire resistant socks are mandatory. Fire resistant underwear is mandatory when SFI-1 or equivalent fire suits are worn.

Fire suits and related accessories must be kept clean and in good repair without RIPS, TEARS, and HOLES NOR EXCESSIVELY SOILED WITH GREASE OR OIL.

Helmet

Full face helmet with Lexan face shield with SA 2005 or newer Snell Memorial Foundation (SA) Certification sticker is mandatory. Helmet chin strap must be Nomex covered. Helmets must not show signs of abuse. Helmets which are abused, thrown or involved in an injury accident will be confiscated by Officials for inspection.

Driver's helmet should carry name, blood type, allergies and date of last tetanus shot along with pertinent medical history – this is optional, but suggested.

Other

SFI or equivalent rated neck collars are mandatory.

1.2 Driver Compartment

Trim or horn ring must be removed from steering wheel hub and the hub heavily padded with foam rubber neatly taped in place.

Easily accessible fuel shut-off valve is required on right side of the driver. Valve must be painted yellow and marked on off. All fuel line routed thru drivers' compartment must be inside a metal shield.

A toggle type ignition kill switch must be easily accessible to driver and safety crew and placed to the LEFT of the driver. Switch must be painted yellow and boldly marked on-off.

Window Net

Mandatory. A nylon mesh window net must be installed in the left side driver's door opening. The window net must be a rib or mesh type, made from nylon material measuring no less than 16" x 22" wide.

Bottom of net must sleeve over round iron rod that is attached securely to the inside of the top rail of the roll cage with weld-on tabs. If the bottom rod "slips" through the holes in the weld-on tabs, a retaining pin or other device must be used on both ends. Rivets are not allowed to secure window net.

Upper rod must slip through a tab that is welded on to the upper outside rear of the halo bar with no retaining clip or pin.

Quick release or spring loaded pull release must be located in the upper most forward location. Upper latch for the release must be welded to the halo bar.

When pulled by inspector, no window net may extend further than the outermost portion of the top bar of the roll cage. Quick release device must stay latched when racing but must be easily released by driver and Official in case of emergency.

1.3 Fire Equipment

Car

An on board fire system Phoenix or equivalent is recommended. System must use Halon 1301, its replacement which is FM100 or equivalent. Valve plunger (Actuator) must be mounted at right of driver and in plain view. If no on board system must have a hand held fire extinguisher with in drivers reach.

Pit

Each pit area must be equipped with a serviceable A-B-C type (dry powder) fire extinguisher minimum 7.5 pound capacity. This is in addition to extinguisher in race car. The extinguisher must be visible from pit road.

1.4 Seat

NASCAR, SFI approved or equivalent, factory manufactured, racing bucket seat. Must be upholstered and padded. POSITIVELY NO HOMEMADE SEATS OF ANY KIND INCLUDING BUT NOT NECESSARILY LIMITED TO THOSE MADE OF ALUMINUM, PLASTIC OR FIBERGLASS.

SEAT MOUNTING SUBJECT TO STRICT INSPECTION, SUBJECT TO TECH INSPECTOR APPROVAL.

Approved padded headrest mandatory.

A minimum of 6- 3/8” grade 8 bolts required for seat mount. Seats must be bolted to a seat rail, minimum 1/8" x 1"o.d. round or square tube that is to be welded to the roll cage separate of chassis, seat must remain in stock location. Minimum of six (6) 3/8" bolts and nuts, grade 5 or better, are to be used to secure seat to seat rail.

SEAT MOUNTING SUBJECT TO STRICT INSPECTION, SUBJECT TO TECH INSPECTOR APPROVAL.

1.5 Seat Belts

A quick release seat belt and shoulder harness no less than 3" wide and a submarine (crotch) belt are mandatory. All belt ends must be attached to roll bar cage separately from the seat with 3/8" grade 8 bolt min. Belts must come from behind the driver.

Worn belts must be replaced. Belts or harnesses over 2 years old will not be allowed. Assemblies whose manufacture date is either not marked or illegible will not be allowed.

SEAT BELTS & INSTALLATION SUBJECT TO STRICT INSPECTION, SUBJECT TO TECH INSPECTOR APPROVAL.

1.6 Communication

Raceceivers and transponders are MANDATORY! Raceceivers and transponders are available for purchase or rent at the track.

No 2 way radios or scanners other than approved Raceceiver allowed in race cars. No cell phones or Nextel allowed. Radios will be confiscated.

1.7 Miscellaneous

Drivers caught on track without all safety equipment on will be black flagged from racetrack. Once cleared by race Official with all safety equipment properly on, driver will return to track at the rear of the field.

All race cars are subject to a safety inspection and it is the responsibility of the driver to see that the car is inspected prior to warm-ups, qualifications and competition.

No race car is to be started without a person seated in the car, at the controls and prepared to control the car in the event the car jumps into gear. Violators will receive a $50 fine and start at the rear of the main event.

2 Weight

2.1 Class Weight Rules

Minimum weight 3000 lbs. with driver at any time.

All cars may be checked for minimum weight compliance at any time. Post race (any) non-compliance= Disqualification.

2.2 Add-On Weight

All weight added to the car must be in minimum 5lb block form, painted white with the car number clearly printed on it.

Any weight dropped on the racing surface will result in immediate, automatic disqualification. All mounting of weight is subject to inspection. All weight must be bolted with a minimum of 2 - 3/8" Grade 8 bolts.

3 Chassis

3.1 Eligible Models

Any stock steel bodied factory U.S. production model, 1965 or newer, no trucks and station wagons.

3.2 Dimensions/Wheel Base

Minimum wheelbase for any car is l08".

All cars must retain stock wheelbase for the year and model of the car. Maximum 1/4" inch tolerance.

Older chassis with newer sheet metal must maintain older chassis wheelbase. i.e.: Camaro

3.3 Frame Specifications

Unibody cars may tie front clip to rear clip. No gutting of unibody material allowed. Complete, steel firewall required between drivers compartment and fuel cell, must remain in stock location, and may be replaced with OEM or better. No Aluminum. Rocker panels may be removed.

Rear clip from centerline of rear axel back may be reinforced with round or box steel tubing (1 3/4" round or 2" x 3" box) maximum size. Rear clips damaged due to accidents may be replaced with 2" x 3" box tubing from the center line of the rear axle back with the stock shock and spring mounts remaining in stock location.

3.4 Roll Cage Specifications

ALL CARS MUST HAVE A FOUR (4) POINT ROLL CAGE. The rear roll bar must form a hoop running the width of the car (inside), mounted behind the driver's seat. The rear roll bar must be X'ed and installed as close to the top sheet metal as possible. Rear roll bar upright of roll cage must be within 10 degrees of vertical and must have a brace running rearward at an approximate 45 degree angle, welded to the frame or a footplate in unibody cars. ("Vertical" defined as 90 degrees to frame rail.)

Another brace must run side to side between the roll bar uprights at about mid-height.

Side door bars are mandatory and must extend into the door panels, a minimum of three (3) on the left side and three (3) on the right side with additional vertical supports: six (6) vertical studs per side equally spaced.

Roll bar material must be minimum 1 3/4" o.d. tubing by .095 thickness.

All welded joints must have a gusset of minimum 1/8" thick steel.

No conduit, thin-wall tubing or cast iron pipe fittings will be permitted. All roll bar installations are subject to approval by the Technical Inspector.

All bars within reasonable reach of driver must be padded.

Limited Late Model or fabricated tubular chassis may not be used.

A loop will be installed extending from the forward roll cage uprights to a point no further forward than the front of the frame horns for the purpose of supporting the top of the radiator, using minimum 1.25 o.d. x .095 wall tubing. Loop to be attached to frame by no more than three (3) upright bars per side.

Fender brackets made of 1"o.d. tubing (2 per side) may be welded to the loop. Outward ends of these brackets must be capped with a flat plate not to exceed 2" x 3" x 1/4" for mounting fenders only. No other plates, bars, gussets, etc. allowed on front of car.

Side wing bars are mandatory on both sides of the roll cage and must extend downward at 90° from apex of upper forward roll bar bend to top of side door bar. Must be same material s Roll Cage. (1 3/4" x .095).

Minimum two bars are required from left front upright of roll cage to the frame for foot protection.

Steel plate will be required on the driver’s side of the roll cage on the outside of the door bars. The area covered must be from the rocker panel to the bottom of the top door bar, from the rear upright to a minimum of twelve (12") inches in front of the leading edge of the driver's seat. Steel material will be a minimum of .125 (1/8").

All welds subject to technical approval. No butt welds or splicing. Internal sleeves only.

3.5 Driver’s Compartment

Interior of car must be stripped. All sharp objects must be removed or covered.

Holes in firewalls necessary to accommodate linkage, wiring, pedal mounts, etc must be cut with a maximum 1/4" tolerance or re-sealed to within a 1/4' of intrusion. All interiors subject to Tech Inspector approval.

NO REARVIEW MIRRORS.

No enclosed compartments except to enclose exhaust.

Stock or aftermarket pedals allowed, must be in stock location for year make and model.

Stock floor pans/floorboards may replaced with 22 gauge steel. Floorboard area must remain full size, sealed, and well secured. Must have 1"x 2" x .095 rectangular steel tubing (minimum) for bracing under seat and floor areas.

Passenger side of floorboard area maybe raised a maximum of 6 inches to facilitate exhaust and muffler clearance. Cockpit area must remain open – no other interior allowed. Stock firewall must be retained and in stock location.

3.6 Steering

Any stock or aftermarket power steering pump allowed.

No billet pumps.

Must mount to front of block in stock location.

Steering column must be OEM length and in stock position for year make and model.

Steering box must be in stock location for year make and model.

Steering may be quickened.

Aftermarket steel sweged tubes and steel heims may be used in place of the outer tie rod ends

Aftermarket heavy-duty steel tie rod adjusting sleeves and clamps may be used. Steel heims may be used.

3.7 Front Suspension

Dimensions from ball joints of spindle to face of hub must remain stock for year make and model.

Tubular upper a-frames allowed. Adjustable upper a-frames okay, maximum camber 3 degrees plus or minus from 0 at any time. Cross shaft may be steel or aluminum.

Front bite bolts allowed.

Upper a-frame mounts may be replaced to fit tubular a-frames.

Lower control arms must remain stock. No changes from stock mountings allowed. Both lower control arms must be equal length.

May use heavy-duty stock style replacement ball joints, tie-rod ends and idler arms.

Stock steering geometry must be retained."

Stock rubber bushings may be replaced by urethane.

No driver adjustable suspension allowed.

3.8 Front Springs

Aftermarket springs may be used in front along with an adjustable spacer.

3.9 Rear Suspension

Reinforcing of rear control arms is allowed. Rear coil chassis also may have one fabricated solid pan hard bar, no spring bars.

May have upper non adjustable steel bar (center link) No multiple mounting holes on rear and housing or chassis.

On rear coil spring cars rear trailing arms may be reinforced by 1/8" x 1" steel 4" max. Per arm.

No adjustable arms.

Stock rubber bushings may be replaced by urethane.

No traction bars. Stock torsion bars allowed if stock for year, make and model of the car.

No hydraulic device permitted for shifting weight. No driver adjustable suspension allowed.

3.10 Rear Springs

Aftermarket rear springs allowed. Must mount in the stock front leaf spring mounts and those mounts must be in the stock location for year, make and model, no multiple holes.

No single leaf or fiberglass leaf. Rear leaf spring mounts may be fabricated but must be within two (2") inches of stock, front to rear.

Adjustable rear shackles okay with a maximum vertical adjustment of two (2") inches, and shackle may be no longer than six (6") inches.

Adjustable lowering blocks okay.

Rear leaf spring sliders may be used to replace rear Shackles.

Coil spring rear (Regal, Cutlass, Monte Carlo etc.) chassis are allowed rear bite bolts.

3.11 Shocks

One (1) shock absorber per wheel. Front shocks may be relocated for a-arm/bite bolt clearance. Rear shocks may be relocated for tire / chassis clearance. Shocks must be steel body. Heim joint mounts o.k. No air shocks or air bags. No aluminum shocks, no coil overs.

3.12 Brakes

Rotors, rotor hats, caliper brackets, drums etc. must be made of magnetic steel. No aluminum. No titanium.

GM metric OK.

Minimum of three (3) wheel brakes in good working order. A positive on/off valve to the right front brake allowed.

Driver adjustable front to rear proportioning valve allowed.

Right front rotor/hub assembly must be stock for chassis, OEM for car. May run stock truck hub.

3.13 Electrical and Electronics

Battery

Battery located in driver's compartment must be securely mounted with an angle iron frame on top and bottom and must have a complete rubber covering.

Batteries may not be installed in trunk. No boat/-plastic battery boxes.

Only one (1) 12 volt automotive battery may be used.

No more than 15 volts with car running.

Electrical
Electronics

3.14 Engine Compartment

A single bar to protect the radiator is allowed but shall not extend beyond 6" above stock bumper and no wider than the frame horns. Bar may not exceed 1 3/4" O.D. X .095 and may not extend forward of the bumper. No extra bars on rear bumper or exterior.

A brace may be welded between the frame horns. No other bracing of the frame will be allowed between frame and bumper.

3.15 Engine Location

Engines must be in stock location centered within the frame rail for year, make and model.

4 Bumpers, Nerf Bars & Rub Rails

Complete stock front and rear bumpers must have steel attachment brackets. (1 1/2 x .125) pipe allowed behind the stock bumper.

Steel tube front and rear bumpers may replace stock bumpers. Front must be made of maximum 1 1/2" x .065 or 1 3/4" x .065 steel tubing. Rear tubing may be a maximum of 2" x 3" rectangular x .125. Tubing bumpers must match the configuration of the original front or rear bumper they are replacing. End of tube bumper must be rounded with no sharp edges.

Both stock and tube bumpers are required to have safety chain or cables and (1/4") thick by (2 1/2") wide steel bumper straps.

Bumpers must be in stock location for height and extension. (Official's decision is final).

LOOSE OR DRAGGING BUMPERS MAY BE CAUSE FOR A BLACK FLAG. LOSS OF BUMPER ON TRACK WILL RESULT IN DISQUALIFICATION.

Stock rear bumper will be used as template. Rear of body must fit within template width.

For towing, car must have easy access chain, cable or loop for tow hook, one in front, and one in rear.

RUBRAIL may be installed on the outside of the body, flush with or as close to the side as possible. Extending no farther than the back of the front wheel well to the front of the rear wheel well this bar is to be made with flat steel 1/2" x 2" or box steel 5/8 " or 1" by 1 1/2" or 2" (no round pipe), securely bolted or welded to the main roll cage. You must use a round headed bolt for mounting. The ends must be tapered and welded shut.

5 Engine

No special racing equipment allowed. The following parts are allowed; no alterations or deviations from these rules:

Removal of any part number or casting number from any Engine parts will result in a disqualification, $1000 fine and possible suspension.

Any and all engine parts may be confiscated for legality verification.

THE BELOW ENGINE RULES ARE THE ONLY CHANGES PERMITTED. EVERYTHING ELSE MUST REMAIN STOCK FOR YEAR MAKE AND MODEL.

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5.1 Block

Engines must be stock production cast iron, may be 2 or 4 bolt main. No after market blocks allowed.

No aluminum blocks

Engines may be interchanged within corporate manufacture's line, i.e. any GM motor into any GM car.

Maximum cubic inch for any GM engine is 363. Maximum cubic inch for Ford is 360 and maximum cubic inch for Chrysler engines is 370.

No V6's allowed

l0.5:1 maximum compression. Tolerance = + .2

Bore and stroke optional.

5.2 Crankshaft

OEM - Stock production or aftermarket replacement for stock allowed. May be reworked and balanced. No billet, ultra lite, aero wing, or pendulum counterweights allowed.

Fluid Damper okay.

1 inch Inspection hole in oil pan is mandatory, if inspection hole is missing, driver will have 30 minutes to drop the oil pan or face disqualification at their own expense.

5.3 Connecting Rods

Only OEM stock production or aftermarket solid steel rods are allowed. No titanium, aluminum or other alloys.

No polished or billet rods are allowed.

5.4 Pistons

Cast or forged.

Aftermarket rings optional.

5.5 Heads

No aluminum heads. Heads must be magnetic steel.

Stock, stock valve angle, maximum intake valve size 2.02”, maximum exhausts valve size 1.60".

All heads will be untouched, no modifications allowed.

Note: Valve replacement up to the maximum size allowed. No other modifications.

No bowtie, no aftermarket EXCEPT world products or dart 170 cc (max) runners with 67 cc (max) combustion chambers is allowed. No angle plug heads (G.M.), No Vortec heads.

5.6 Springs

5.7 Valves

5.8 Camshaft

Any high performance camshaft, except no rollers or mushroom camshafts.

No gear drives.

Stock type solid or stock type hydraulic lifters only.

No roller or mushroom lifters allowed.

No alteration to lifter bore.

5.9 Rockers

Stock, long slot or heavy-duty. Roller rockers allowed.

Single stud type only, no shaft mounted.

May use pinned or screwed-in studs.

Guide plates and Poly-locks okay.

Stud girdles okay.

5.10 Oil Pan

Oil pan, oil pump & Valve covers - Stock or aftermarket.

No dry sump or external oil pumps.

5.11 Intake

Any OEM stock cast iron (2) two or (4) four barrel manifold, or Petaluma Speedway approved aluminum manifold: Edelbrock Performer RPM, Chevrolet P/N #7101, Ford P/N #7121(289/302), #7181(351W), Chrysler P/N #7176. Pontiac, Buick, Oldsmobile and others check for approved P/N.

All manifolds must be untouched, as originally manufactured by the factory or distributor.

No high rise or marine manifolds.

Any manifolds determined to be modified will be confiscated and not returned and disqualification will apply.

5.12 Air Cleaner

Air filter may protrude through hood. Air filter maximum size 14" x 4". K&N or similar type OK. No spacers or hikers to raise air filter assembly from top of carburetor. Filter must be open 360 degrees-no ducting, scoops, pressure box, etc. No top flow air filters. Hood must retain stock body lines and contours. Hood must remain in stock mounting location. No lowering, sloping, or other modifications to enhance airflow to air filter. 1" maximum clearance between air filter and hood hole radius. Mud shield to front of air filter OK.

5.13 Fuel Delivery System

1 Holley #4412 carburetor. Choke may be removed. Any jet, power valve, squirter, float is OK. No other modifications allowed. Carburetor must pass all Gauge checks. No Dorton style carburetors. All air entering the engine must pass through the top of the carburetor venturi. No missing or lose parts. One 1" thick adapter plate permitted. Maximum gasket thickness .075" maximum of 3 gaskets. Mechanical throttle linkage with toe strap and 2 positive throttle return springs mandatory.

Fuel injection, supercharger, turbocharger or any other power enhancer not permitted.

Fuel pump must be stock or stocks type no electric pumps, positive one way check valve in the vent to prevent fuel spillage in the event of a roll over. All fuel lines must be in good condition and securely mounted and shielded from heat, rubbing sharp edges, etc. stainless fuel line highly recommended.

5.14 Ignition

May use heavy duty, factory electronic and HEI units. (Stock housing, any cap, rotor, points, module or coil).

May use aftermarket dual point distributor.

MSD distributors O K, MSD Ignition box 6AL only (built in rev limiter, no adjustable chip).No traction control allowed.

No crank triggered ignition or computers on cars.

ALL WIRING FOR MSD UNITS AND MSD UNIT MUST BE MOUNTED OUT OF DRIVERS REACH AND CLEARLY VISIBLE AND TRACEABLE FOR INSPECTION.

5.15 Starter

Stock or stock aftermarket replacement only.

Mini starter okay.

Must mount in stock location on block.

No reverse or bell housing mount starters allowed.

5.16 Cooling System

May use heavy duty replacement water pump, stock or aftermarket pumps, cast or aluminum.

Water only to be used for coolant. Use of antifreeze results in disqualification. Water Wetter or equivalent ok.

Pulleys: Any made of steel or aluminum only.

6 Drivetrain

6.1 Bellhousing

S.E.M.A./NASCAR approved STEEL BELL HOUSING.

Automatic transmission must have a S.E.M.A. approved ring gear shield or Tech Inspector approved (1/8") steel plate inside car on the transmission tunnel part of the floorboard or S.E.M.A. approved blanket.

6.2 Clutch

Any stock or after market single or multiple disc type clutch allowed.

5.5 inch minimum diameter.

6.3 Transmission

May be stock 3-speed, 4-speed or automatic.

All must have Reverse.

Manual transmission must have NASCAR or SEMA approved scatter shield such as Lakewood, McCloud, Hayes, etc. No homemade shields.

No racing transmissions.

No quick change transmissions.

No in/out boxes.

All parts must be in stock working order. Four-speed may remove two forward gears.

Must be able to put car in and out of gear with car sitting still and engine running.

Cars must have a minimum of one forward and one reverse gear working at all times to race or to continue racing during an event.

Transmission oil coolers, if used must be securely mounted outside of the driver's compartment in right rear shelf area and shielded from driver, hoses must be braided steel.

Automatic transmissions direct drive couplers allowed. Direct Drive valve must be foot activated no hand activation.

6.4 Flywheel

Any magnetic steel flywheels allowed except lightweight spoke type.

6.5 Driveshaft

Driveline must be steel only and painted white with car number. Min. 2 inch diameter.

Two driveline loops required (front/rear). Material to be 1/4" thick x 2" wide.

6.6 Rear End

No quick change rear ends allowed.

Mini-spools, full spools, etc must be made of magnetic steel. No aluminum. No titanium.

No torque dividing differential systems.

All rear ends must be made of cast iron or magnetic steel.

Floater rear ends okay, in fact, recommended.

Aftermarket, high strength axles okay, in fact, recommended on stock rear ends.

6.7 Miscellaneous

7 Exhaust

7.1 Manifold/Header

May run stock cast iron exhaust manifolds or street legal headers only, (no 180 headers). No reworking allowed.

Frames may be notched for center dump manifolds.

Headers must be well maintained. Loud popping may be cause for black flag.

7.2 Exhaust System

Exhaust must exit behind driver and muffler must be securely attached to the bottom of the car and secured with safety cable or chain and pointed down.

7.3 Mufflers

Mufflers required (any type). Maximum sound level 95db at 100'.

8 Body

8.1 Body, Body Types

Bodies must be stock appearing. Original bodies or aftermarket bodies allowed must be steel or aluminum, minimum 22 gauge.

Roof and hood may be fiberglass, aluminum or steel.

Roof is optional. If roof is not used top of cage must be X-ed and arm restraints must be used.

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No down force or wedge noses allowed. Classic dirt late model nose allowed. Subject to tech approval.
~~No outlaw, wedge or dirt late model bodies or noses allowed. No dirt late model appearing bodies allowed. Subject to tech approval.~~

Noses will be a minimum of 21 inches.

No side boards, side skirts or "batwing" style nose piece allowed.

Roof line front to rear drop may not exceed 2 inches.

Front bumper covers are mandatory on all cars. Bumper covers must be made of plastic and match year and style of body.

Rear of body must be enclosed with bumper cover or flat metal panel from trunk lid to top of bumper.

Newer bodies will be allowed on older chassis. Older chassis with newer sheet metal must maintain older chassis wheelbase, i.e.: Camaro chassis = 108". All body mounting subject to Tech Inspector approval.

A 4 inch (4") tall band will completely traverse the top of the windshield area (visor) and be clearly marked: A) identifying model of car. I.e. Camaro, Monte Carlo, Avenger, Mustang etc. and B) cubic inch (358, 363 etc.). No freehand lettering. All lettering must be clearly readable and professional looking. Strictly enforced.

All glass, headlights, exterior lights and trim must be removed.

Front and rear exterior wheel openings may be trimmed for tire clearance a maximum of three (3") inches measured from outer edge of tire as car is set to race. No sharp edges.

All window openings must be OEM for year, make and model of car, a maximum of 1" between roll cage and top of roof at any point. Driver window may be larger for easy access. Window openings on both sides of all cars in the Super Stock Division will measure no smaller than a 15 inch opening. This measurement will be taken from the door skin or the top door bar-whichever is higher and will be measured to the bottom of the halo or the roof edge-which ever is lower. This measurement will also be taken from 5 inches to the rear of the steering wheel when mounted and 4 inches to the front of the headrest of the mounted driver's seat.

8.2 Spoiler

Rear spoiler, six (6") inch maximum height, CLEAR LEXAN recommended. Spoiler may be no wider than deck lid nor exceed 72 inches wide.

8.3 Body Appearance

Must be stock appearing.

No dirt late model appearing bodies allowed. Subject to tech approval.

8.4 Identification

To insure the proper scoring of race cars, white numbers and letters or circles on a black background or black border (minimum 1 1/4") are the suggested color combinations for numbering cars. No gold or silver which are too difficult to see and score. Minimum 2 1/2" separation between numbers. Color combinations other than white and black which are too difficult for the Officials to see or score will be immediately changed on car upon demand by Officials.

Numbers must be painted on both doors and top (facing right side) and must measure 5" wide x 24" high. If letters are assigned, they must be used and must measure at least 10" high. If circles are assigned they must be used, must measure a minimum of 1.5" wide (circle thickness) and must circle around the number and not through the number.

Cars must also have a 6" high number on left headlight and left taillight area.

9 Fuel System

9.1 Fuel

Gas only.

No performance enhancing additives.

9.2 Fuel Cell

All cars must have an approved fuel cell securely mounted in the trunk compartment between frame rails.

Fuel cells must be contained in a 20 gauge steel or 1/8" aluminum metal enclosure.

Fuel capacity not to exceed 22 gallons.

All cells must be vented and have a screw type cap. . Vent check valves is mandatory.

Floor pan in trunk area may be cut open to accommodate installation of fuel cell.

Cell may not hang lower than the rear end housing and must have a cell guard minimum 1 1/2" tube to bottom of cell.

Gas cap may not extend through body.

10 Tires and Wheels

10.1 Tires

Hoosier part# 12322 (P245/60D-15)

Hoosier part# 12330 (P255/60D-15)

Hoosier part# 12340 (P265/60-15)

No grooving, siping, truing, scuffing, or softening of tires allowed. Tires must be as manufactured.

RIGHT REAR Minimum 16 PSI.

10.2 Wheels

Any U.S. manufactured steel wheel permitted, eight inch (8") maximum width, minimum 19lbs. NO LIGHTWEIGHT WHEELS. Center of wheel must be of heavy duty construction. Any O.E.M. wheel used must have a reinforced center.

5/8" wheel studs mandatory. Open end lug nuts mandatory.

One, one inch (1") maximum wheel spacers allowed. One per wheel. ~~One, half inch (1/2") wheel spacer allowed one per wheel.~~ NO WHEEL ADAPTERS ALLOWED.
Wheel offset optional.

Bent wheels will not be allowed.

Must have right rear mud plug.

11 Miscellaneous Class Specific Rules

Removal of any part number or casting number from any Engine parts will result in a disqualification, $1000 fine and possible suspension. Any and all engine parts may be confiscated for legality verification.

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12 Disclaimer

From THE MANAGEMENT OF PETALUMA SPEEDWAY

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. REFEREE'S DECISION IS FINAL.

2004 STATE RULES ALLOW NO LIQUID DUMPING FACILITIES AT THE FAIRGROUNDS. Each race car that enters the Fairgrounds Pit Area MUST have an empty container(s) approved by the MANAGEMENT OF Petaluma Speedway that will hold at least 2 gallons of used oil (fluids) for collecting anything that may be drained out of the race car or tow vehicle at each event. These container(s) must be removed with the racecar after every race and be disposed of at an approved facility at the owner's expense.

IMPORTANT NOTICE:

It is ultimately the obligation of each participant to insure that his/her conduct and equipment comply with All applicable Petaluma Speedway rules and regulations as they may be amended from time to time. No expressed or Implied warranty of safety shall result from publication of or compliance with these rules. They are Intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to Participants, spectators or others.