

BETHEL MOTOR SPEEDWAY

COUNTY ROUTE 141 – WHITE LAKE, NY

4 CYLINDER RULES – 2018

(Last Updated 01/23/2018)

BE SURE TO READ THESE RULES CAREFULLY AS THERE HAVE BEEN CHANGES FOR 2018!

1. GENERAL The 4 Cylinder division has been created as an affordable, entry-level class. The intention of the division is to allow beginners and those on extremely low budgets to participate easily and still be able to be competitive. Any car which deviates from the intentions of this class will be disallowed at the discretion of the speedway management. All modifications made to the cars in this division must be for safety reasons only. Any car deemed overly dominant will be impounded by the Speedway management for a thorough tech inspection. So that this inspection can be completed to Speedway satisfaction, vehicle will be held until inspection is complete which can and will be beyond that night's racing events. Track Officials and management reserve the right, at their discretion, to place weight and/or other penalties on cars deemed to be overly dominant, in order to keep the competition fair.

Since many of the drivers in this division will be inexperienced, the speedway would like to provide a reasonably large number of laps to allow "seat time" needed for drivers to gain the experience necessary to move on to other divisions in the future.

The 4 Cylinder class will consist of two divisions – Novice and Expert. Drivers under the age of 18 will automatically be placed in the Novice division. They will remain in this division until they have won a championship or collected five feature event wins in a single season. When one of these criteria has been met, the driver will be moved into the Expert division for the following season. Drivers who are over the age of 18 but new to racing will have the option to choose which of the divisions they wish to compete in, with the understanding that track management reserves the right to move any driver who starts out in the Expert division down to the Novice division at their discretion if the driver exhibits apparent difficulty competing with the more experienced drivers. Drivers over the age of 18 who elect to start out in the Novice division will also be moved to the Expert division for the following season after winning a championship or collecting five feature event wins in a single season. When any driver has competed in the Novice division for three full seasons, track management, at their discretion, may require that driver to move up to the Expert division for the following season.

Drivers will be able to compete for points in only a single division, but the rules will be the same for both divisions, making it possible for a single car to be run by both a newer driver and a veteran one in the same night. The same tech procedures will apply to cars in both of the divisions, however, and a disqualification of the car in either division's event will result in the forfeiture of points and prize money for any driver who competed in that car at any point during the night. In the event that a car is disqualified following the first feature of the night, that car will be unable to compete in the later feature unless the car can be corrected before the beginning of the later feature (it **MUST** pass inspection for the offending item prior to being raced). In the event that a car is disqualified following the second feature, the driver who competed in that car during the first event (if any) will also forfeit all points and prize money for that night. In the event that a driver (not the car) is disqualified for an infraction that occurred in their event, the car is still eligible for competition for the duration of the night's events.

Bethel Motor Speedway Management reserves the right to combine the Novice and Expert divisions in a single race, but with separate points awarded for each division.

2. SAFETY EQUIPMENT: While cost is a major factor in the rules and specifications for this division, the speedway vigorously recommends all participants to utilize all available safety gear. The following items

are the minimum required and of course participants are encouraged to use additional safety equipment available to them.

REQUIRED SAFETY EQUIPMENT:

2.1. Snell SA 2010 or newer crash helmet (securely strapped on at all times). "M" prefix Snell rating helmets are NOT allowed.

2.2. SFI or FIA approved full long sleeve firesuit in good condition. Suits with holes will NOT be permitted. In the event of a fire, Track Officials reserve the right to disallow future use of the firesuit worn at the time of the fire.

2.3. 5 point racing style seat belt and shoulder harness worn tight and secure at all times. Lap and shoulder belts must be 3" wide, except that 2" shoulder belts are allowed ONLY with Hans type head and neck restraint.

Seat belts will be inspected by Track Officials, and must be dated within five years (i.e., in order to be legal for the 2018 season, the date stamped on the belts can be no older than 2013). Seat belts without a legible date stamp on them will NOT be allowed.

2.4. Driver's side window net.

2.5. Properly installed 4 point roll cage.

2.6. Neck Collar or HANS type head and neck restraint mandatory; HANS type device is HIGHLY recommended. As per manufacturers' specifications, recertification of HANS type head and neck restraint systems every five years is mandatory; date of manufacture or recertification can be no older than 2013.

2.7. SFI or FIA approved racing gloves and shoes.

2.8. Aluminum Racing Seat.

HIGHLY RECOMMENDED SAFETY EQUIPMENT: Fire retardant underwear, helmet sock, and factory-manufactured head and neck restraint system such as a HANS device.

3. ELIGIBLE CARS:

3.1 The 4 cylinder division is open to any steel bodied, normally aspirated, 4 cylinder, front wheel drive passenger car built from 1978 through 2012, with a minimum wheelbase of 100".

3.2 Maximum engine displacement is 2500cc.

3.3 Excluded are trucks, convertibles, four wheel drives, rear wheel drives, mid-engine, aluminum bodied, fiberglass or composite bodied, and special production sports cars.

3.4 No superchargers, turbochargers, V-TEC, variable valve timing, or hybrids allowed.

3.5 All cars are subject to approval by speedway management.

Any car deemed to be outside the intentions of the division will be disallowed at the discretion of the speedway management. If you have any question as to the eligibility of your car, please ask management to approve it before you waste valuable time and materials constructing a car which may be disallowed. Any car deemed not structurally sound (i.e. excessive rust of the frame or unibody, etc.) will be ineligible to compete. The decision of Track Officials and speedway management will be FINAL.

4. WEIGHT:

4.1 The minimum weight after race, with driver in the car, no fuel added, will be one pound per cubic centimeter (cc) of engine displacement, with the following additional requirements:

- a. Add 100 pounds if more than two valves per cylinder.
- b. Add 100 pounds for dual overhead camshaft.
- c. The absolute minimum weight for any car with less than 2,000 cc engine displacement will be 2,000 lbs.

(Example: A car with a 2,500 cc engine, 4 valves per cylinder, and dual overhead cams must weigh a minimum of 2700 lbs.)

Bethel Motor Speedway management reserves the right to change or adjust minimum weight requirements as a revision to these rules in order to ensure fair competition, and to add additional minimum weight requirements for any car that is found to be overly competitive.

4.2 Minimum weight must be clearly marked on the left side of the hood of each car in letters no less than 2" high and in a contrasting color that can be easily seen by technical inspectors as the car approaches the scales. Any car not marked must meet the highest weight specified for this division. Incorrect weight markings can result in disqualification.

4.3 Any car adding weight will do so, adding it evenly to right and left side. No left side bias allowed. Additional weight MUST be painted white in color, must be marked with car number, and must be attached with a minimum of two (2) GRADE 5 or better bolts, ½" diameter or larger, with locking nuts (no lock washers).

5. BODIES:

5.1 All bodies must be steel and remain completely stock as manufactured. Body style must match chassis and engine being used. Chevy match Chevy – Ford match Ford, etc. Absolutely no interchanging of bodies. No homemade, aftermarket, or flat sheet metal body parts will be permitted. Stock O.E.M. or comparable aftermarket sheet metal only.

5.2 A maximum of TWO cars in any single division will be permitted to have the same number. (For purposes of this rule, Novice and Expert will be considered the same division.) It will be FIRST COME, FIRST SERVED with a paid purchase of a Bethel membership. The FIRST driver to purchase a membership will be allowed to maintain simply a number, while the SECOND driver will be required to have both a number AND distinguishing letter on their car. When two cars in the same division have the same number, they will be required to either (a) paint the cars in contrasting colors, or (b) put different colored numbers on each car. The WHOLE number will be required to be a different color - different outlines will not be acceptable (in the case of non-team cars with the same number, if both cars have the same color number, the SECOND driver to register the number will be the one that has to change the color). Check with the office before putting vinyl or other lettering on the car to avoid an unnecessary expense, in case someone else registered the number first. ADDED LETTERS on the roof and sides of the car must be a minimum of 8" high to stand out. Added letters must be included next to the number in ALL locations on the car (rear, front, doors, roof, etc.) and must be easily visible.

5.3 Body and interior must be completely stripped of all glass (except windshield), trim, lights, molding, etc. ALL AIRBAGS MUST BE REMOVED. No gutting or skinning of body panels allowed (except doors, and only if equipped with optional curved door bars extending to outer skin). Any car deemed to be excessively lightened by gutting/skinning of body panels will be disallowed at the discretion of speedway management.

5.4 Doors must be securely bolted, and welded shut. Hoods and trunk lids must have the stock style latches removed and be secured shut with quick release type hold downs (hood pins recommended). No bungee cords or chains allowed on hoods or trunks.

5.5 No Rub Rails.

5.6 The wiring harness must be fully accessible for inspection. Any car closing off an area of the wiring harness to permanently seal it, or otherwise prevent inspection, will be disqualified, and not allowed to compete until further inspection can be completed.

The OBDII port for diagnostics MUST be relocated at least 18" outside of reach of the driver, to the center of car. No passenger, or driver side access, without actually getting inside of car. It must be solidly mounted, clearly visible, and marked with a bright color paint or tape.

5.7 Fenders may be reasonably radiused for additional tire clearance.

5.8 Bumpers must be stock O.E.M. style steel, aluminum, or plastic. No tubing or pipe bumpers or reinforcements allowed. Original bumper may be replaced with different stock bumper which is compatible in size and width for the car it is fitted to. No sharp edges on bumpers, bumper corners may be attached to fenders with sheet metal guards to avoid hooking and gouging. All bumpers must be securely fastened by bolting and/or welding, and must additionally be chained to the car's frame.

5.9 Full front windshield mandatory. Windshields may be retained as long as any defects (crack, scratches, etc.) do not interfere with the driver's vision. If the stock windshield is removed, it must be replaced with full width heavy gauge wire mesh screen with at least one center support or full Lexan windshield with two minimum 1/8 inch x 1 inch center supports (inside and outside) from the dashboard to the roof. Straps must be solid, no pipe strap allowed. If for any reason the windshield gets broken, it must be replaced or taken out and replaced with heavy gauge wire mesh screen with at least one center support or Lexan with two center supports (inside and outside) from the dashboard to the roof as described above. NO plexiglass allowed. Lexan windshield, if used, must be secured with rivets or threaded bolt with locking nut (no lockwashers). No self-tapping screws or ZIP ties.

6. FRAMES AND SUSPENSION:

6.1 Minimum wheelbase for this class will be 100", and must measure the same, side to side. No shortening of the left side. This measurement will be taken from the center of the rear hub to the center of the lower ball joint, with the car raised, and both front wheels removed.

All frames, uni-bodies, sub-frames, etc., must remain completely stock as manufactured. Stock wheelbase and ride height is to be maintained, wheel base must measure the same on both sides. No lowering or torching of springs. No modifications to the shock/strut towers will be allowed (except for the repair of rusted sections).

6.2 Springs, shocks and struts must be stock "O.E.M." components only! Aftermarket "Quick Struts" will be allowed, provided they are exact duplicates of the OEM units. Drivers using "Quick Struts" must use them on all corners (i.e., no "mixing and matching"). Maximum of ONE bump stop allowed per strut, and must not exceed stock size. No slotting of strut plates to increase camber/caster settings. Unaltered cambered bolts allowed for alignment purposes only! No jacking bolts allowed. All ball joints, control arms, sway bars, track (pan hard) bars, or other suspension locating devices must remain completely stock as manufactured, with no modifications allowed.

6.3. The maximum camber on front wheels will be +/- 5 degrees. Maximum rear wheel camber will be +/- 2 degrees. The rear hubs may NOT be shimmed at all. The rear wheels must have zero toe in/out. No toeing in of rear wheels will be allowed. If the rear suspension is bent, you MUST replace the bent part.

6.4. Steering must remain stock as manufactured. Stock steering pump, rack (or box); column, tie rods, and spindle arms must remain completely stock as manufactured. A quick release type steering wheel (optional) is allowed on the stock column. OEM steering locks MUST be removed or disabled.

6.5. Brakes must be operable and effective on all four wheels (car must lock all 4 wheels upon inspection). All brake components must be stock "O.E.M." parts as manufactured. No modifications allowed to master cylinder, calipers, rotors, hubs, axles, drums, etc. Rear disk O.E.M. brakes will be permitted if they were originally installed. The emergency parking brake mechanism must be removed.

7. ROLL CAGE AND COCKPIT:

7.1 The driver's compartment (cockpit) must be completely stripped of all glass (except windshield), seats (except driver's approved racing seat), upholstery, headliners, insulation, excess wiring, lights, plastic trim, door panels, consoles, etc. (The dashboard may remain - optional). If car is equipped with air bags they must be removed. All items such as shifters, steering columns, dash boards etc., that the driver's head, arms, knees could come in contact with must be adequately padded for safety. No sharp edges should be left in the driver's area.

Front loop allowed: 1 brace to each strut tower, but not connected across the motor.

Tow Hooks must be provided.

7.2 All gauges, tachometers, etc. MUST be mounted below the dash line and out of the driver's direct line of sight. Gauge mounting is subject to inspection and approval by track officials.

7.3 Fire walls and floor pans must have all holes securely sheet metaled over to isolate the driver from the engine compartment and gas tank area. Hatch back style cars with a fuel cell installed in the trunk area must have a steel firewall and shelf installed to completely seal off the fuel cell's area from the driver.

7.4 Seat installation must be approved by the speedway. A racing style aluminum seat is mandatory. Must be securely fastened (bolted) to the roll cage and/or frame. No floorboard installations. A minimum of six (6) bolts are required, four (4) in the seat area and two (2) in the backrest; minimum 3/8" diameter, Grade 5 or Grade 8, with flat washers and locking nuts. No carriage bolts or lock washers.

The seat must be positioned completely to the left of the center line of car. A high back seat or padded roll bar headrest is mandatory.

A support from the roll cage cross bar to the back of the top of the seat is mandatory.

7.5 Seat belt installation must be approved by the speedway. A racing style 3" wide 5 point seat belt (in good condition) is required. (2" shoulder straps allowed ONLY with HANS type device.) Seat belts will be inspected by Track Officials, and must be dated within five years (i.e., in order to be legal for the 2018 season, the date stamped on the belts can be no older than 2013). Seat belts without a legible date stamp on them will NOT be allowed.

Seat belt & harness must be securely fastened to the frame or cage and NOT to floorboards or sheet metal components of car. The shoulder straps of the seat belt must be solidly mounted to the shoulder height crossbar in the roll cage. All mounts MUST be in direct line with the direction of the pull. Bolts MAY NOT be inserted through belt webbing for mounting. Seat belts will be rejected if not in good condition. Refer to General Rules, pages 18-20, and diagrams on page 24, for proper installation of seat belts & harness.

Lap belts should be mounted to roll cage. The lap belt straps may be bolted into the original seat belt mounts at the floorboards (as long as original mounts are not rusted or otherwise damaged). Lap belts may not be installed into un-reinforced floorboard areas or to the seat. The sub-marine strap may be 2" width and must be mounted to the cage loop that is required under the seat. Additional roll cage material may be added as an option, so that lap belts can be mounted to cage.

SEAT BELTS MUST BE WORN TIGHTLY AND SECURELY AT ALL TIMES WHILE ON THE SPEEDWAY. ALL DIVISIONS - NO EXCEPTIONS!!

*****THE FOLLOWING ROLL CAGE CONSTRUCTION AND MOUNTING METHODS ARE REQUIRED BEFORE ANY CAR CAN COMPETE IN THE 2018 SEASON. IF THESE METHODS ARE NOT IN PLACE, YOU WILL NOT BE ALLOWED TO PRACTICE OR COMPETE*****

7.6 Roll cage construction must be approved by the speedway. A minimum 4 post roll cage is mandatory. Additional bars are allowed in the cockpit area as an option. All roll cage bars are to be constructed of heavy wall steel tubing (minimum 1-1/2" outside diameter and 0.095" wall thickness). Absolutely NO black iron pipe to be used at all in the cage. No angle iron, channel, exhaust, soft galvanized, or threaded pipe will be permitted. Heavy wall tubing is the ONLY acceptable material! The cage bar thickness will be measured with a thickness gauge. Any cage found to have less than the minimal wall thickness, even with the proper roll cage material, will be disallowed from competition. NO EXCEPTIONS! All roll cage joints must be fitted, notched, welded (no brazing or soldering) and gusseted to acceptable roll cage construction standards.

Wherever the 2 main roll cage posts meet the floor pan of the unibody structure on each side, a minimum 1/8" thick 3" x 3" steel angle channel must be attached to the car's structure, running parallel to and along the top and side of the main unibody rail (rocker panel). It is to be a one continuous piece base on each side, extending along the entire side with both front and rear roll cage posts welded to it, to help distribute the forces of the roll cage on the uni-body structure in the event of a roll over. The roll cage must be welded to these 2 channels, the channels must be welded on both ends to the unibody, and the channels MUST be bolted through the rocker panel of the unibody (see diagram on page 9). No less than three (3) 1/2" diameter grade 5 or grade 8 bolts with large diameter washers and locknuts to be used on each side. These bolts must extend through the entire unibody rail. (in one side of rocker panel, and out the other). Bolting through the floorboard is NOT acceptable. A main hoop shall be installed just behind the driver extending from rocker panel to inside of the roof panel. The roll cage must be the full width of the car inside the door jamb area. A mandatory bar shall be installed at shoulder height, full width behind the driver's seat. This bar will serve to locate the shoulder straps of the seat belt and will support the back of the driver's seat. A crossbar at the front in the dashboard area is recommended. The main hoop of the roll cage must be connected to the front uprights of the roll cage with a bar at least 2" above the driver's head (with helmet on) on each side of the roof area. Additionally, there must be 2 horizontal supports in the driver's side door. If doors are gutted, then door bars must be curved to extend to the inside of door skin. If straight bars are used in the door area, then door must remain un-gutted (complete door frame shall remain for extra protection). All roll cage tubing must remain in driver's compartment. No roll cage tubing shall extend into engine compartment. All roll cage bars which the driver's head could contact must be padded with racing style padding.

7.7 Window net on the driver's side window is mandatory. A string ribbon, or mesh racing style net will be required. Window net must be solidly attached at the bottom (no tie wraps) to horizontal door bar. At the top, the window net MUST be latched to the cage on both ends. The window net must have a quick release mechanism, so that the driver's compartment can be accessed quickly (seat belt type latches or similar required).

8. ENGINES AND TRANSMISSIONS:

8.1 ONLY stock as manufactured four (4) cylinder gasoline engines with a maximum displacement of 2,500 cubic centimeters will be allowed. Carbureted or fuel injected will be permitted. No turbo charged, supercharged, diesel powered, rotary, V-TEC, variable valve timing, or hybrid engines will be permitted. Engine must match body and chassis, Chevy to Chevy - Ford to Ford, etc. Absolutely no interchanging allowed. The engine you use must have been available as OEM from the vehicle manufacturer in the model and year of the car. Must maintain all stock dimensions and continue to utilize all stock O.E.M. components (including, but not limited to air cleaner, air filter, induction system, intake manifold, cylinder head, valves, camshaft, pistons, cylinder bore, crankshaft stroke, exhaust manifold, water pump, starter, alternator, flywheel and clutch, etc.) No altering, enlarging, or interchanging of injectors. Injectors must be

stock to make and model. Stock rev limiters are optional. No porting and polishing of heads. Cylinder heads can be cut to a degree, but MUST maintain the OEM mill mark. Any head determined to be over milled/cut, will be confiscated and disallowed.

No Aluminum flywheels. The air conditioning compressor and condenser and the air pump and catalytic converter may be removed. Extra capacity radiator may be installed as long as frame does not require notching and hood still closes properly. No water additives of any kind. No Anti-Freeze – Water Only!! No Heater Cores in cockpit area. No Coolant running through cockpit area at all! Any engine deemed to be over competitive, or outside the intention of this class may be disallowed at the discretion of the speedway management.

8.2 Automatic or standard transmissions will be permitted. All transmissions, torque converters, and clutches must remain completely stock, with all gears including reverse functioning. No interchanging or modifications of any kind will be allowed. Must have access hole 1" in diameter drilled into the bell housing of all standard shift transmissions for inspection.

8.3 Batteries must be stock 12 volt only. Location of battery may be changed to protect it from being damaged in an accident, but it may not be located in the driver's compartment. All batteries must have an acid resistant cover over the top.

The speedway must approve all battery mounts, and they must be securely mounted and held down with sturdy metal brackets - no bungee cords or ratchet straps.

8.4 Exhaust systems must utilize a single stock style muffler. No straight-through muffler types. Inlet and outlet MUST be offset from each other, with baffles intact. Maximum inlet and outlet = 2". Catalytic converters may be removed. Exhaust systems must be securely mounted and sufficiently quiet. If car is determined to be too loud during a race it may be black flagged and removed from the race at the discretion of the speedway management.

Exhaust must exit behind the driver's door; exit must be on left side or pointed toward the track surface.

8.5 Can move computer to a location where it is protected from damage. Stock Computer only. Officials will need to know location of computer and have easy access for inspection. Any computer that shows signs of tampering with will become property of the Speedway. Driver will lose all points & money for that night, and may be subject to suspension and/or fine.

9. FUEL SYSTEMS:

9.1 Fuel shall be standard pump gasoline only. If during inspection any fuel is found which has a colorful dye such as blue, purple, red, orange, etc. like racing fuel often has, it will be considered to contain racing fuel and therefore the offending car will be disqualified. No other fuel additives are permitted.

9.2 Fuel tank installation must be approved by the speedway. Racing style fuel cells are highly recommended. The stock fuel tank will be permitted to remain in place if it is in good (leak free) condition and mounted forward of the rear wheels (beneath the rear seat area). The condition of the mounting straps and filler necks should be routinely checked and kept in good shape. For cars which have fuel tanks located elsewhere (behind rear wheels, etc.), a racing style fuel cell must be installed in the trunk area and centered from side to side. Fuel cells must be contained in a metal enclosure and be securely mounted as far from the rear bumper as is practical.

A protection bar equivalent to the roll cage MUST be installed behind the fuel cell (inside the body). All cars re-locating the fuel cell to the trunk area must install a full steel firewall/shelf to completely isolate the driver's compartment from the fuel tank.

9.3 Fuel pumps must be stock OEM only. Must have Fuel Pump Kill Switch separate from the main ignition switch, clearly labeled, and located within reach of the driver.

9.4 Fuel lines routed through the driver's compartment must be either steel or made of high pressure type braided hose and fittings, or standard hose contained within a metal sleeve (such as electrical conduit).

10. TIRES AND WHEELS:

10.1 Wheels must be stock O.E.M. steel one piece, with a maximum diameter of 14" or 15" (nominal) and a maximum width of 6" (nominal). All wheels on the car must be the same size and offset. No mixing and matching from other production cars to gain any other offset than intended by the manufacturer. NO cutting and welding of wheel centers to gain a greater wheel offset. Wheels as provided from the car manufacturer only. No aftermarket wheels of any type allowed. The right front wheel may be reinforced to handle the extra loads encountered in racing. Each wheel must be attached with all lug nuts that the hub is intended for. (1" lug nuts recommended). No car will be allowed to race with broken or missing lugs. No 4 lug nuts with 5 studs. Any car found to have four lug nuts on a five lug rim will be immediately black flagged off of the track.

10.2 Tires must be stock type radial ply with a maximum tread width of 6" for 14" or 7" for 15". No snow lugs, retreads, or made for racing tires will be allowed. All 4 tires on the car must be the same diameter and series. If you race 175/65-14, all four tires must be 175/65-14. Any car suffering a flat tire must leave the racing surface immediately, or be disqualified at the discretion of the speedway. Tires must have tread wear rating of 375 or better.

No tire softener permitted. All tires must have a minimum durometer reading of 58.

Tires with exposed cords or belts will not be permitted on the track.

Sidewall markings MUST be legible on at least one side of the tire, and you may be asked to remove the tire for inspection if the outer sidewall markings are not legible. Any tire that does not have legible markings on at least one side is prohibited, and its use will result in disqualification.

11. SCANNERS & TRANSPONDERS

11.1. Scanners are required to be mounted behind and out of reach of driver. No other form of one- or two-way communication permitted. Scanners must be in working order at all times. CHECK your batteries! Any car found to be without a working scanner may be black flagged and disqualified from the event at the discretion of speedway management.

11.2. **AMB/MyLaps or FLEX transponders are now required in all divisions.** Unless otherwise specified by a particular sanctioning organization, transponders are to be mounted on the right side of the car, between 15 and 20 inches rearward of the centerline of the rear axle, and no more than 18 inches above the track surface. Transponders must be mounted vertically with an unobstructed view of the track surface (no metal underneath). It is the driver's responsibility to be sure that their transponder is charged and functioning properly. If you have a question about whether your transponder is functioning properly, it is YOUR responsibility to ask track staff to check your transponder during hot laps, and track staff will make every reasonable effort to alert you to any issue with signal strength or charge. If a driver's transponder ceases to work during the course of an event, the car will only be scored until the point that their transponder stops reading. Any driver caught improperly mounting their transponder in order to gain an advantage will have their finish position adjusted and/or be disqualified from the event (including forfeiture of points and prize money) at the discretion of speedway officials. If you have a question regarding the mounting location of your transponder, it is your responsibility to verify it with speedway officials prior to competition.

The AMB/MyLaps X2 transponder is available on the Internet with a one year subscription for under \$150.00. Annual renewal subscriptions are also available on-line for under \$100.00. It must be the AMB/MYLAPS transponder; other brands will not work. Older style AMB/MYLAPS units that do not require a subscription are also sometimes available as used or refurbished units, but usually at much higher cost. **Be sure you are purchasing the transponder for car/bike racing**, as other transponders for go-cart, MX, and RC racing are sold for less and will not work.

12. CLAIMING

Complete cars shall be subject to a claiming rule from another active competitor within the specific division. Claiming driver must have finished the race on the lead lap, and have a 2018 Bethel Motor Speedway Membership license. The claim monetary amount shall be \$2,000 (U.S. funds). Claimed cars shall be surrendered the night of the claim, at the track. The claims must be submitted with CASH, CASHIERS'S CHECK, OR MONEY ORDER PAYABLE TO BETHEL MOTOR SPEEDWAY only, along with a written request of the claim, signed, and dated. Cars are only eligible to be claimed when they finish in a top 3 position at the conclusion of their main feature event. The claim must be made within 15 minutes after the feature event officially ended, and must be made to the tech inspector or pit steward. The claimed car includes everything except the racing seat, seat belts, steering wheel, and transponder. If a valid claim is refused by the driver of the claimed car, it will result in a disqualification from the feature event with a loss of points and monetary/prize winnings. Additional penalties will occur up to and including the claimed car and/or driver not being permitted to compete at the speedway until further notice.

TAKE PRIDE in the cars you build. We want to make this track a place that we all can be proud of. Make your team as professional as possible.

Roll Cage Base Mounting

Roll cage uprights welded to top of 3" X 3" X 1/8" angle.
3" angle to be one continuous piece, welded to main
unibody structure (inner rocker panel) at each end.

