

BETHEL MOTOR SPEEDWAY

COUNTY ROUTE 141 - WHITE LAKE, NY

2018 BETHEL PRO-STOCK RULES

PAGES 1-10

REQUIRED MINIMUM WEIGHTS

PAGE 10

(Last Updated 02/10/2018)

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

Technical Specifications, PRO-STOCK: These rules have been formulated to encourage participation. It is not the intention that every participating car will be equipped with all the items allowed by these rules. Since cars from a multitude of tracks and numerous sources of used cars and parts must be considered, the rules have been written to accommodate what is likely to be available or already installed on cars that are in the area or available for purchase used.

REQUIRED SAFETY EQUIPMENT:

1. Snell 2010 or newer crash helmet (securely strapped on at all times). "M" prefix Snell rating helmets are NOT allowed.
2. 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. (Must have SFI or FIA approval label)
3. 5 point racing style seat belt and shoulder harness worn tight and secure at all times.

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.
4. Driver's side window net
5. Neck Collar
6. Racing gloves and shoes (Must have SFI or FIA approval label)
7. Aluminum Racing Seat (See Section 13 in these rules)
8. Center of steering wheel must be padded.

HIGHLY RECOMMENDED SAFETY EQUIPMENT: Fire retardant underwear, helmet sock, and factory-manufactured head and neck restraint system. As per manufacturers' specifications, recertification of head and neck restraint systems every five years is mandatory in 2018.

1. **CARS:** American made cars or mid-size trucks. No Jeeps, convertibles, station wagons, "two seat" or front wheel drive vehicles. Straight up Pre-Fab cars and mid-size trucks allowed. Minimum 107" wheelbase allowed.

2. **FRAMES:** American OEM passenger car frames or tubular frame construction allowed with tubular front clip. Tubular frame requires a minimum 2" x 3" x 0.120" rectangular steel tubing constructed to closely resemble the frame it replaces and accurately position the suspension in the original locations matching the front "stub" utilized. Uni-body vehicles must tie sub-frames together. If the ties extend through the vehicle, the floor must be completely welded to the frame to seal off the driver's compartment. Frames may be repaired where needed. There must be 4" minimum ground clearance. Rear cross member maybe replaced if rusted, but must remain in stock configuration.

3. **ENGINE LOCATION:** For all frames, maximum engine set back #1 spark plug hole in line with the lower ball joint center line

*NOTE: Fabricated clip cars MUST run the GM 602 Crate engine. **Except Johnson or Stone Chassis.*

4. **FRONT END:** Must use stock components. No McPherson struts allowed. Tubular upper and lower A Arms allowed. Screw in ball joints allowed. Must mount in stock location. Mount may be changed to take 6" on center A arm. Mount must be in stock location.

5. **REAR END:** 9" Ford rear is allowed using original manufacturers mount for the vehicle. Welded spider gears, lockers, or a spool is allowed. It is recommended that integral rear ends (where the axles are held in by "C" clips) be welded to prevent the axles from pulling out. Quick Change Rear Ends Allowed.

6. **SPRINGS & SUSPENSION:**

6.1 All rear suspension systems must have stock type parallel leaf springs or 5" min. diameter coil springs.

6.2 Leaf springs may utilize multiple holes in mounts for height adjustments. Lowering blocks permitted. "Chrysler" dimension leaf springs are allowed. Rear shackles may be adjustable or may be sliders.

6.3 Coil springs must be maintained in stock locations on top of rear axle tubes. Lowering buckets permitted. Adjustable spring cups and spring spacers allowed.

6.4 One jacking bolt per rear wheel is allowed. No hydraulic jacking bolts allowed.

6.5 Original cross member may be replaced with square tubing or heavy wall thickness tubing.

6.6 Trailing arms may be stock or aftermarket. If radius rods are installed, they shall be made of steel.

6.7 Panhard bar (with coil springs) or 5th shock (with leaf springs) on the rear are optional.

6.8 Any stock type rear sway bars are allowed.

6.9 Torque-arm and truck-arm style rear suspension is prohibited. 3-link without a torque arm is allowed.

7. **SHOCKS:** One per wheel, in good operable condition at all times. Mounting location optional. No air shocks, coil overs, load levelers, etc. No aluminum body shocks.

8. **WHEELS & TIRES:** Steel racing type wheels are mandatory, on all 4 wheels with either an 8" or 10" width, minimum backset of 2", and must be a minimum of 1/8" thickness. Backset being the measurement from the rear of the wheel to the back of the "basket" where the wheel bolts to the car.

Steel Wide 5 hubs and wheels are NOT permitted.

The car can be no wider than 78" outside of tire tread to outside of tire tread. Tires must remain inside the body. We do understand that some cars have a hard time keeping offset wheels inside the body. It will be at the tech inspector's discretion to make this call, and the inspector's decision is final.

REQUIRED TIRES (***Tentative as of 02/03/2018***): Treaded tire, Hoosier G-60, or Hoosier dirt hard allowed, except that equivalent American Racer tire (American Racer K704) or dirt equivalent American Racer 70x24.5x15, will be allowed only until June 1, 2018 (this date can be extended by one week if schedule is delayed by rainout). After June 1st, any NEW car/driver (competing at BMS for the first time in the 2018 season) may use American Racer tires for one week only, and will not receive track points until complying with this tire rule. Sidewall markings must be legible on at least one side of the tire. Any tire that does not have legible markings on at least one side is prohibited and will be deemed illegal. No racing slicks allowed.

TIRE SOFTENER IS NOT PERMITTED.

9. **BODIES:** Any car or mid-size truck sheet metal body may be used from same manufacturer line. No compact car bodies allowed. No chopping, channeling. Aftermarket car or truck bodies will be allowed. Installation must be done neatly. (*See 9.1 below.*)

Inside tin around driver must slope down for easy access to driver in the event of driver injury. Inner fender panels may be removed if rigidity is maintained. Full fenders only (reasonable radiusing for tire clearance is allowed). Removal of the dash is allowed providing the steering column is adequately secured. Full front steel firewall mandatory, with all the holes securely sheet metaled over to seal the driver's compartment from the engine compartment. A full rear steel firewall and rear window shelf must seal off the driver's compartment from the trunk area. The full sheet metal floorboards must be from the front firewall to the rear firewall/window shelf and from body side skin to side skin.

Rusted floorboards must be securely sheet metaled over to completely seal off the driver's compartment. Any holes in the floorboards for the shifter, etc. must be no larger than necessary to facilitate the shift pattern, etc. and shifter boots must be used to help seal off the driver's compartment. Lift off hoods and deck lids are allowed as long as they are securely mounted in such a way as to completely seal off the engine compartment and trunk area. The rear of the hood must be completely blocked to prevent hot fluids from the engine compartment from reaching the driver in the event of ruptured hoses, etc.

No air dams, skirts, etc. Side and rear windows must remain unobstructed. Plexiglass may be used in quarter windows only.

Steel door plates, highly recommended. 18 gauge or .049-inch minimum thickness metal, must be securely welded to outside of door bars on driver's side. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to five inches in front of the seat. Must be visible for inspection.

A maximum of TWO cars in any single division will be permitted to have the same number. (For purposes of this rule, Pro-Stock and Limited Late Model 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.

9.1. **AFTERMARKET BODIES:** Stock appearing aftermarket bodies allowed. Bodies must look like stock bodies. No wedge or dirt late model style bodies. No down force noses.

Steel, aluminum, fiberglass, and composite bodies allowed.

Aftermarket bodies cannot be lower than their published spec measurements. If higher the body needs to be in proportion of its heights.

Aftermarket bodies rear spoiler max height of 3".

10. **BUMPERS AND RUB RAILS:** Must have stock bumpers in stock location, no visible reinforcing allowed. Cars with rubber bumper covers must have covers on car.

Metal guard (enclosures) extending from bumpers to body panels and returning to frame, to avoid bumper gouging. All bumpers to cover full width of car. Cars with metal bumpers must have smooth rounded corners.

Any rub rails must be a maximum of 1" square metal mounted flush against body with closed ends, and must angle in at the ends. Rub rails are allowed for body preservation purposes ONLY, and are not to be used to reinforce the car. Open ends, sharp edges, or protrusions are NOT allowed.

11. **STEERING:** Stock steering column optional. Steering column may be made with 3/4" steel shaft with quick disconnect. Columns will be inspected to make sure they are installed properly. If stock steering column is used, stock ignition switch and steering lock MUST be completely removed. Center of steering wheel must be padded. No Rack & Pinion Steering Allowed.

12. **ROLL CAGE:** A four-post (6 point) roll cage with a minimum outside diameter of 1 -1/2 inches and a minimum wall thickness of .095 mandatory. Mild steel tubing recommended. No aluminum, no pipe fittings. Cage must be fitted, welded, and gusseted and the cage welded to the frame or sub-frame (not the floorboard). A minimum of three (3) door bars, connecting the uprights on both sides with the driver's side curved to extend into the door. These bars will have at least one set vertical support bars between the uprights. Driver's head must not protrude above cage with helmet on, strapped in driver's seat. Front loop may be used. Must remain behind grille. This a one bar loop with supports to the frame.

Tow Hooks must be provided.

13. **SEATS & BELTS:** 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. Belts & harnesses must be a minimum of 3" wide. (2" shoulder straps allowed ONLY with HANS type device.)

Seat belt & harness must be securely fastened to the frame or cage and NOT to floorboards or sheet metal components of car. 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 for instructions, and Page 24 for diagrams of proper installation of seat belts & harness.

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 BELTS MUST BE WORN TIGHTLY AND SECURELY AT ALL TIMES WHILE ON SPEEDWAY!!
NO EXCEPTIONS!!**

14. **FUEL CELL:** Fuel cell securely mounted between the frame rails and behind the rear end. Cell may not be mounted lower than center line of rear. Must be protected by two (2) horizontal bars not less than 1- 1/2" diameter (1 upper & 1 lower) even with top and even with bottom and mounted at least 6" to rear of cell. Plastic cells must be mounted in steel container. Filler neck must be completely inside the trunk area - no access holes. Trunk must have to be opened to fill tank. Maximum size 22 gallons. A check valve (PCV) is MANDATORY on fuel tank vent.

A fuel shut-off, within reach of the driver while strapped in the car, is mandatory, and must be clearly labeled "ON"/"OFF".

15. **FUEL:** Sunoco brand Race Fuel only. No other fuel is permitted. Random checks will be made throughout the year to ensure use of Sunoco brand Race Fuel.

Refer to General Rules regarding placement of required decals and driver suit patches to be eligible for Sunoco Race Fuels points fund bonus.

16. ENGINE: CRATE OR NON-CRATE ENGINE, UNDER THE FOLLOWING GUIDELINES:

16.1 CRATE ENGINE

16.1.1 **Crate engines will be allowed to compete in the Pro Stock division and will be given a 100 lb. weight allowance for stock clip cars only.** *Refer to minimum weight chart at the end of these rules on page 10.* Minimum weight for all Pro-Stock cars **must** be clearly marked on the left side of the hood in letters 2" tall, and in a contrasting color.

16.1.2 The crate engine part # is 88958602. This is a factory-sealed 350 horsepower hydraulic lifted engine requiring minimal maintenance. ANY REPLACEMENT PARTS MUST COME OFF THE SPEC SHEET PROVIDED AT THE TIME OF THE ENGINE PURCHASE. STOCK GM REPLACEMENT PARTS ONLY!

16.1.3 A Holley 4777 4 bbl or Holley 4412 2 bbl carburetor must be run on the Crate Engine.

16.1.4. CLAIMING: Crate engines shall be subject to claiming in the amount of \$4,000 (U.S. Funds). Claimed engines shall be surrendered the night of the claim, at the track, and include only the long block (intake to pan) & ignition as supplied by GM at time of purchase. Claims may be made by another active competitor within the specific division, who must have finished the race on the lead lap, and who must have a 2018 Bethel Motor Speedway Membership license. The claims must be submitted with CASH, CASHIERS CHECK, OR MONEY ORDER PAYABLE TO BETHEL MOTOR SPEEDWAY only, along with a written request of the claim, signed, and dated. Engines 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. 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 also occur to the claimed race team by refusing a valid claim.

16.2 NON-CRATE – "OPEN" ENGINE SPECS:

16.2.1 This class is reserved for North American passenger car V-8 engines with cast iron blocks and cylinder heads. ONLY NON-PORTED STOCK OEM CAST IRON BLOCK AND HEADS ARE ALLOWED.

ALL ENGINE PARTS MUST HAVE CASTING OR PART NUMBERS ON THEM FOR IDENTIFICATION.

16.2.2 All engines must maintain stock bore and stroke combinations.

Engine Maximum Overbore:

Chevy 350 C.I., 4.00" bore x 3.480" stroke +.070

Chry. 360 C.I., 4.00" bore x 3.578" stroke +.020

Chry. 340 C.I., 4.04" bore x 3.313" stroke +.060

Ford 351 C.I., 4.00" bore x 3.500" stroke +.060

The Ford 302 block with 4.030" bore, and crankshaft with 3.40" stroke resulting in 347 C.I. displacement, is allowed.

ENGINES MUST REMAIN STOCK AS MANUFACTURED WITH THE FOLLOWING EXCEPTIONS:

16.2.3 BLOCKS

The engine block and all internal parts must meet stock specifications for its make. Dart part # 3006111 SHP allowed. No Bow-Tie or other performance type blocks allowed.

16.2.4 CYLINDER HEADS

Only cast iron production type heads allowed, with a maximum 2.02 intake valve, and 1.60 exhaust valve. Sand blasting, bead blasting, acid-dipping, porting, polishing and welding are prohibited. Milling or anglemilling of the cylinder head to any amount will be allowed. No epoxy or coating of heads is allowed. No relieving or unshrouding of valves in the combustion chamber. Valve guide liners are allowed. Valve material must be one piece solid steel or stainless steel, no titanium, or sodium filled valves allowed. The only titanium allowed in these engines is the valve spring retainers. Any carbon fiber engine parts are illegal. Any amount of valve seats per cylinder head may be installed for the purpose of repairing a head. Any angle valve job will be permitted as long as it is done on a machine that cuts concentric to the valve guide center. No hand grinding, sanding, blending or de-burring where a cutter or stone leaves off.

16.2.5 CRANKSHAFT

Any steel or cast iron crankshaft is allowed providing it maintains stock stroke as manufactured for the engine block used, with the exception that with the use of the Ford 302 block, the Ford 3.40" stroke crankshaft is allowed. No lightweight cranks. Minimum rod and main journal sizes must be Chevy, Ford or Chrysler specs only, for crankshaft used.

Knife edging, narrowing or cutting down the diameter of the crankshaft counter weights is not allowed. No polishing of the crankshaft.

16.2.6 RODS

OEM stock production or aftermarket solid steel rods are allowed. No titanium or aluminum. No polished or billet rods allowed. The following connecting rod lengths are allowed:

Chevy	5.7"
Ford 351	5.956"
Ford 347	5.4"
Chrysler	6.125"

16.2.7 PISTONS

Any brand, 3-ring flat top aluminum pistons only. No coating of any kind is allowed.

16.2.8 VIBRATION DAMPENERS

Must be steel or cast iron only, stock OEM, not machined or altered in any way. No fluid or friction dampeners allowed.

16.2.9 CAMSHAFT

Any make hydraulic or flat tappet allowed. No roller cams, roller gear driven cams, mushroom lifters or lash caps are allowed. Shaft rockers and stud girdles are not allowed. Roller rockers with optional ratios are legal. Engines with stock OEM shaft rockers are legal. Lifters must maintain stock OEM diameters. Lifter bores must remain in stock OEM positions and angles, but may be re-bushed for wear. A flat steel lifter galley may be used to prevent engine damage in case of push rod failure. Note: timing chain cover must be one piece, stock steel.

16.2.10 FUEL PUMP

Must remain in and be driven as stock OEM equipment. No electric pumps, glass bowl filters, or plastic filters.

16.2.11 INTAKE MANIFOLD

The intake must be a one piece cast iron or aluminum intake manifold. Welding, the addition of material, epoxy or any other type of alteration will not be permitted. The maximum height of the carburetor when measured from the bottom of the carburetor base to the machined horizontal gasket surface of the engine block will be 7" inches in both the front and rear.

Any aluminum 2bbl and OEM cast iron intakes are allowed, with no modifications of any kind.

Any aluminum dual plane 4bbl manifold is allowed, with no modifications of any kind.

The following 4bbl., single plane intake manifold(s) that permit the mounting of only one four (4) barrel carburetor will be permitted:

Chevrolet: Weiand "X-CElerator" - Part #7547, #7547-1; Edelbrock "Torker II" - Part#5001

Ford: Weiand "X-CElerator" - Part # 7515, #7516; Edelbrock "Torker II" #5021, #5081, and "Torker" #2760

Chrysler: Weiand "X-CElerator" - Part #7545; Edelbrock "Torker II" #5076;
-2 Heads - Edelbrock "Victor W2" #2920

The following additional Intake Manifolds are allowed:

Edelbrock Chevrolet 2101, 7101; Chevrolet Vortec 2116, 7116

Ford 351c 2750/7183; Ford 351w 2181/7181; Ford #M9424 C358

Chrysler 2176

Only two (2) types of unaltered carburetor adapters will be permitted: BRP377 & HV301-1. Any other brand 1" adapter is subject to approval by Tech Officials

16.2.12 CARBURETOR

Any American stock OEM 2 barrel carburetor up to 1 11/16" throttle bore.

The Holley carburetor, part #4412 is acceptable and must run a maximum spacer adapter of 1 1/16" including gaskets. No modifications of any kind will be allowed to these carburetors except those listed below (box stock only). The Holley 4412 Ultra XP also known as the 4412 HP carburetor is not allowed. Carburetors must be mounted conventionally. No 90 degree mountings. Conventional round type air cleaners only, measuring no taller in height than 4 inches. Air cleaners that provide ventilation through the

top cover (such as the K&N brand) are permitted. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers allowed.

CARBURETOR MODIFICATIONS ALLOWED ARE LISTED BELOW. ANY OTHER MODIFICATION NOT MENTIONED IS NOT LEGAL.

- Holes drilled in the throttle plates for proper idling.
- Drilling, tapping and plugging of unused vacuum ports.
- Welding of throttle shaft to linkage arm.
- Drilling of idle or high speed air correction jets.
- Milling of center carburetor body metering block surface a maximum of .015" on each side.
- Removal of choke plate and shaft.
- The jets may be changed as needed.

16.2.13 IGNITION

Stock OEM distributors and coils only. No trigger ignition systems allowed. No Accel or no Mallory ignitions may be used. On H.E.I. ignition systems, coils must remain in the distributor if stock OEM, all H.E.I. distributors must remain stock as manufactured. On point type distributors, coils must be stock. With any system used, only one coil will be allowed on car. OEM firing order as per manufacturer. Rev limiters allowed: MSD Soft touch rev control 8728, MSD Circle track RPM Control 8727CT, and MDS Ignition module w/rev limiter 83647

16.2.14 LUBRICATION SYSTEM

No dry sump system is allowed. Oil must be in steel pan only. Oil pan must have 3/4" inspection hole for connecting rod verification on left side of the pan. No external oil pumps allowed. No Accu-sumps are allowed. No form of engine evacuation system by internal or external driven pumps or by connection between exhaust system and valve covers, intake manifold or oil pan. Only two breathers on any valve cover will be allowed. The use of oil coolers will be permitted, providing they are mounted under the hood only.

16.2.15 WATER PUMP

Must be OEM cast iron or aluminum only. Radiator fan can be steel, aluminum, or electric. All cooling devices MUST be shrouded.

17. CLUTCH & TRANSMISSION:

17.1 Stock type manual or automatic transmission required. No direct drive, Bert, Brinn, Falcon, etc...allowed. No ram-couplers or triple-disk clutches allowed.

17.2 Transmissions must have all gears working, including reverse.

17.3 Automatic must have functional stock type torque converter with minimum 10" diameter. No "Circleglide", no converterless, no hollow converter allowed. No ball valves on trans lines.

17.4 Standard transmissions must have stock type single disk clutch and flywheel mounted in stock location. No aluminum or lightweight steel flywheels. Clutch disk and pressure plate must measure minimum 10" diameter.

17.5 Explosion proof clutch scatter shield mandatory. Inspection hole must be provided in scatter shield to check clutch. Automatic transmission explosion blanket recommended.

17.6 Transmission coolers are allowed and MUST NOT be mounted in cockpit area.

17.7 Driveshaft shall be painted white or bright color. One front drive shaft loop required.

18. **WEIGHT:** Refer to minimum weight chart at the end of these rules on page 10. Minimum weight for all cars **must** be clearly marked on the left side of the hood in letters 2" tall, and in a contrasting color.

Loose objects and/or weights are not allowed in driver's compartment, outside the body or in under hood area. Any weights added to other areas of the vehicle must be securely mounted, painted white, have the car number clearly marked on it and must be attached with at least two (2) ½" or larger diameter bolts, Grade 5 or better, with locking nuts (no lock washers). Absolutely no plastic ties allowed.

19. **BRAKES:**

Four wheel brakes, operable & effective at all times. Brakes bias set-ups allowed.

20. **BATTERY:**

All cars must be self-starting. Battery located under hood and mounted securely; if installed in trunk, top of battery cables and connections must be covered in plastic or rubber, securely mounted.

21. **KILL SWITCH:**

An ignition kill switch must be located within easy reach of the driver when strapped in the car and clearly labeled "ON" and "OFF". Accelerator toe straps and double return springs mandatory on throttle linkage.

22. **GAUGES:**

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.

23. **EXHAUST:**

Street headers permitted. Crossover headers permitted. Maximum collector size is 3". No merge collectors. Exhaust system may use "H" pipe or "X" pipe.

Each cylinder bank must exhaust through a separate exhaust manifold or header. Left and right cylinder bank exhausts shall not be tied together other than the allowance of a maximum 3" diameter balance tube which may only be located downstream of the header collectors. Oil breathers plumbed to exhaust system are permitted

Maximum exhaust pipe diameter allowed is 3". Tail pipe maximum size is 3".

Exhaust must exit behind driver, but under car and directed downward toward track surface, or toward driver's side. No exhaust shall be directed toward the passenger side of car. Exhaust may NOT exit out of the body panels.

No Schoenfeld, IMCA, or bullet style mufflers; conventional type mufflers only. At the discretion of the Officials, any muffler deemed "too loud" will not be allowed. Make sure muffler is quiet before you purchase it. No car will be permitted at any time on the racetrack without specified muffler. If the muffler falls off during a race, you will be black flagged off the track, no matter what, even if you are the leader! Therefore, be sure your muffler is securely in place.

24. **RADIATOR:**

ONE per car. Must be stock & in stock location. No anti-freeze allowed. No Coolant Additives (i.e., Water Wetter, 20 Below, etc.). Water Only.

25. **SCANNERS ARE REQUIRED AND ARE 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.

26. **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. Cars equipped with scoring transponders may, or may not, be tracked for lap time purposes. Lap times posted through the electronic scoring system may not accurately list finishing order.

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.

MINIMUM WEIGHT REQUIREMENTS - BETHEL PRO STOCK DIVISION:

For the 2018 race season, there will be several weight options to choose from in this class. These options are intended to keep competition even. Track management reserves the right to change these weight requirements at any time if one option becomes dominant.

- Stock clip car - Crate engine ----- 2,900 lbs
- Stock clip car – Open engine ----- 3,000 lbs
- Fabricated clip car (Crate engine only) ----- 3,200 lbs

Maximum 54% left side weight with driver and a maximum of 48% rear weight.

Cars must weigh no less than the above amounts following feature with driver and helmet in car and no fuel added.

Minimum weight for all Pro-Stock cars **must** be clearly marked on the left side of the hood in letters 2" tall, and in a contrasting color. Any car not marked must meet the highest weight above, and any car incorrectly marked will be disqualified.