

# **SATURDAY NASCAR NITE RULES & REGULATIONS 2019 & 2020**

\*\* Rules subject to moderate amendment annually

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## **GENERAL RULES**

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- 1) For the sake of brevity and clarity in preparing this rule book, the masculine words 'he', 'him', 'his', etc. also apply to the feminine, including drivers, team members, participants, and/or spectators.
- 2) Each driver must be approved for competition within any division by the management. Decisions are based upon a driver's previous experience, as well as his past and projected performance and ability. All decisions are the opinion of the management and are solely administered by the management, without the right of appeal. All decisions are made in the best interest of fairness of competition, safety to the individual driver and all other drivers, pairing of drivers with similar experience and talent, and in the overall best interest of the positive enhancement of a division. Additionally, decisions are made in the interest of limiting damage and expensive repairs to all teams.
- 3) Drivers may be denied competition within a division at any time prior to a season's start, or at any time during a season if, in the opinion of the management, that driver presents a potentially dangerous situation to other drivers and/or himself, and based upon the guidelines set forth above.
- 4) Any driver that has not competed in the previous season, or that questions his own evaluation by the management, is advised to contact the Speedway office to be approved for competition before he begins to construct, purchase, or invest in a particular race car.
- 5) The Speedway management has designed these guidelines and regulations with specific intents in mind. Any interpretation of the guidelines and regulations inside this book are solely the decision of Speedway management, and not the interpretation of competing teams and drivers or third parties. Technical and competition decisions and variances may be made at any time by the Speedway management in the interest of fair and equitable competition.
- 6) Speedway officials may assess weight penalties for race equipment deemed not in compliance with the rules. Race equipment will not be considered as approved by reason of having passed through inspection at any time - or any number of times - unobserved or undetected. Any race equipment which does not conform to specifications or tolerances contained in the rules listings, or that is not otherwise approved by the Speedway, may not be used in competition.
- 7) B.R.M.S. reserves the right to reject any entry for failure to comply with the General Rules and Specifications, and the individual or individuals violating the General Rules and/or Specifications, shall be penalized as set forth in this Rule Book or as decided by the Management.
- 8) After any suspension, fine, rejection, penalty, or restriction from participation has been issued to a driver, owner, team member, or any person, the management of Beech Ridge Motor Speedway reserves the right to review the individual's(s') circumstances on a case-by-case basis, and after having done so, to make a decision at that time as to whether or not the person or persons involved maintain the capabilities to resume racing at Beech Ridge Motor Speedway in accordance with the presiding season's general rules, specifications, guidelines, and safety objectives, and in the opinion of the management.
- 9) All drivers must be registered with B.R.M.S., and have paid their NASCAR license fee, in order to compete and/or to be eligible to share in payoff and point fund benefits.
- 10) A "race meet" shall, for the purpose of rule enforcement, be considered to be the period between the opening and closing of the pit gate.
- 11) Any owner and/or driver whose car does not compete in at least 70% of all race meets during the season may be subject to forfeiting the assigned number for that car.
- 12) Once entering the pits, car numbers cannot be changed under any circumstances. All cars entering the pit area must have a number assigned to it by the Speedway.

- 13) The management may at any time require a physical examination of a driver or a doctor release before he is allowed to compete. The judgment of the E.M.T. is final and without recourse as to fitness.
- 14) Any person in the Pit area who has evidence of substance abuse (beer, wine, liquor, or drugs) about him/her or is seen using any chemical substance during a race meet may be barred from the pit area and from participating in racing activities for an indefinite period of time, and may be fined up to \$1,000.00. Additionally, said person will forfeit all doctors' and hospital fees for injuries sustained during the race meet at which time the offenses occurred.
- 15) Any person that gets into an altercation at the track will be immediately suspended for the remainder of the nights' events. Any person deliberately going into another competitor's designated area in the pits in a violent or threatening manner shall also be suspended. An altercation shall be defined as any vehement argument, quarrel, disagreement, dispute, exchange, squabble, clash, and/or hostile expression of a difference of opinion. The management may impose a fine of not more than \$1000.00 and /or up to a 1 year suspension or both. Any driver, car owner, or crew member found guilty of such altercation by making contact with an official may be the subject of up to a one year suspension from the date of the incident, and a fine of not more than \$1000.00. The management will weigh the circumstances and decide on the degree of the penalty before the next regularly scheduled race meet. Any person considered causing a disturbance, whether verbal or physical, to disrupt the orderly conduct of racing events, may be removed from the pit by the management for a period of time determined by the same.
- 16) Any person that uses threatening, vulgar or abusive language and/or gestures - Regardless of where he/she is in the pit area - is subject to a fine of not more than \$300 and/or a suspension of up to two race meets.
- 17) Any competitor racing at an event in conflict with a B.R.M.S. event will forfeit all rights and privileges to the high point funds, all accumulated points, and any special incentive point/lap accumulations, unless previously approved by the management.
- 18) The Driver shall be the sole spokesman for the car Owner and Pit Crew in any matters pertaining to the Event. Owners, crew members, sponsors, spouses, or associates of a driver may not represent a driver in any concerns.
- 19) For line up purposes only, cars and drivers not in attendance in divisions that do not host a semi-feature race will have the maximum amount of points available at each race (heat and feature first place points combined) credited to their line-up point totals, retroactive to race meet number one.
- 20) Drivers competing weekly or intending to compete weekly at this Speedway may, at the sole discretion of the management, have a portion of any accumulated "absent points" waived if in their opinion they believe the absence(s) to have been excusable or permissible. The portion waived may not exceed the total number of absent events providing that the car and/or driver have carried the absent points into the line-up for the duration of events that the car and/or driver were absent. For example, a weekly driver who is absent three events will need to start where their line-up points (including the absent points) put them for three events or more, after which point management may waive any portion of accumulated absent points from those three missed events.
- 21) Rookie drivers in all divisions must be approved for starting positions on an individual basis solely at the discretion of Speedway management. Rookie of the Year awards are determined by the awards committee, basing the decision on a comparison of rookies' point finishes as well as the individual's overall sportsmanship and behavior, term of participation, notable accomplishments and on-track performance.
- 22) For the purpose of determining "Rookie" awards, drivers will be given the opportunity to drive in another class three times without losing their rookie status.
- 23) Any driver who has accumulated 150 points or more, to-date in the season, in the Pro Series division may not compete in any other division from that point forward.
- 24) A driver may compete in two divisions of racing on a given race meet not more than three times during the season, providing that he has not become subject to the preceding "150 point" rule.
- 25) At the discretion of the management, drivers and/or cars may be placed in the line-up based on their history of finishes, point finishes, and their general ability. The discretionary placement within the line-up will supersede a driver's/car's scheduled line-up position that would be calculated based on retroactive line-up points as described in this rule book. This decision will be made based on the opinion and judgment of the management in the best interest of fair competition.
- 26) In order to be eligible for any special incentive awards or race programs (point payoffs, lap leader, triple

crown series, bonus points series, exchange races, etc.), a driver must have competed - or attempted to compete - in at least 70% of all B.R.M.S. race meets through the date of the conclusion of the special program.

- 27) Any competitor or competitor's car that is on the property grounds of Beech Ridge Motor Speedway and that is parked or positioned in a manner of protest or strike, is subject to a fine of not more than \$500 and the loss of all of that driver's and car's accumulated points to date. Any person known to have initiated such protest is subject to permanent suspension of racing involvement at Beech Ridge Motor Speedway.
- 28) Concrete pads in the pit area are the parking positions for race cars only... personal vehicles will not be allowed to park on the pads during race meets. During special events, the speedway will attempt to prevent visiting race teams and cars from parking on designated concreted pads; however, should this occur, the pad will remain the possession of the visiting team for that meet -- please arrive early to prevent this happening.
  - Any pad not in use on a given meet may be assigned to any other team for use during that meet by Speedway management.
  - Any sales of existing pads must be approved by Speedway management. The Speedway inherently has the First Right of Refusal to purchase any existing pad from the seller.
- 29) Any team that leaves oil in containers or is found to be dumping oil any place shall be fined \$150.00. A second offense penalty shall be determined by the track management. Fines must be paid before any member of the team may compete or enter the pit area. This rule will be strictly enforced, NO exceptions will be made.
- 30) Any incident not covered by the Rules and Regulations may be decided upon by the management and made a rule for the remainder of the season.

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### **RACE / PROCEDURE RULES**

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- 1) All drivers must wear Snell approved, full coverage safety helmets. All helmets must be approved by B.R.M.S. No one will be allowed to "warm up" or race a car without a full fire suit, gloves, and helmet, which must be securely fastened at all times when on the race track.
- 2) All cars must take the position in the lineup assigned to them by the Pit Steward. If they do not do so, they will forfeit purse, points, and position for said race.
- 3) All cars must qualify for the feature event. Any car not in the pit area one hour before the scheduled race start time may be subject to starting at the rear of their assigned heat. Any competitor appearing too late to qualify for the feature due to unforeseen circumstances, will be extended the courtesy of running at the rear of that feature event, providing the field of cars in that class is not already full.
- 4) If a driver's car becomes incapacitated or disabled during a qualifying heat or consolation race, that driver may compete in the feature event with another car as long as that car has otherwise qualified properly.
- 5) Drivers may not switch cars after a race has been started. Any owner changing drivers during a race meet must notify the Pit Steward in writing before the race in question. If this is not done prior to the running of the race, both the driver and the car shall forfeit purse, points, and position for the race in which the offense took place.
- 6) Unless otherwise specified, all starts will be inverted by point standings using either the car or driver's points, whichever is greater, so that those cars with the most amount of accumulated points will start at the rear of the field, and those with the least points will start at the front of the field. Both the feature winning car and driver of any race will start behind the last point car in the next specified feature event which each competes in.
- 7) All cars requiring a race to be stopped shall go to the tail end of the line up at the restart unless ruled otherwise.
- 8) Any competitor pitting under the red or yellow flag must re-line at the rear of the line up, regardless of whether or not the field of realigned cars has resumed moving under pace laps.
- 9) Any car spinning out by itself shall be placed at the tail end of the line up at the restart. Cars purposely or intentionally accelerating during a spin out and endangering others in the process will be liable for a warning. Any car spinning by itself three times in one race is subject to disqualification from that race. At

the discretion of the flagman, in any race meets, any car not in competition and considered hazardous to other competitors will be sent to the pits. If after making necessary repairs so the car can keep up with the competition, the car may return to the race.

- 10) Feature events shortened due to unusual conditions will be considered complete if 50% or more of the scheduled laps have been completed. If the event is cancelled while being run under caution, the last lap completed under green will be used to determine the finishing positions.
- 11) Race events having completed less than 50% of scheduled laps when halted or postponed may be rescheduled. Such race events will resume competition with all original entries in the positions they held when the race was halted or postponed and will resume from the last lap completed under green flag.
- 12) In the event that a specific race must be stopped (or "red- flagged") during the final five laps of the competition, the race may be considered complete at the discretion of the management. And in that case, the final finishing positions would be determined from the last lap raced and scored under the green flag, and any car or cars that caused the stopping of the race would be removed from the last green flag lap and scored using usual scoring procedures. If the race is stopped (or "red- flagged") due to reasons other than those caused by race cars (inclement weather, power outages, etc.), the race may also be considered complete as outlined above.
- 13) In the event that any particular race accumulates an excessive amount of restarts or becomes extraordinarily lengthy, that race may change to single-file restarts at any point. Such a change will be indicated during a caution flag period by the flagman standing on the front stretch and displaying the 'passing flag' – a blue flag with a diagonal orange stripe. From that point forward until the conclusion of the race, all restarts will begin from a single-file alignment. Such decisions will be reached at the discretion of the speedway's race operations staff.
- 14) In case of a 'dead heat' race finish, the purses and points relative to the finishing positions will be pooled and divided equally between the number of cars crossing the finish line in tied positions.
- 15) In the event of tied point standings at the conclusion of a race season, ties will be broken by using the greatest number of feature event 1sts in events counting toward that position. If a tie still exists, 2nds, 3rds, 4ths, etc. will be considered until the tie is broken. If a tie still remains, the driver establishing the best feature finish earliest in the season shall prevail. Semi-feature event finishes are not considered.
- 16) Rain dates are on a to-be-determined basis only. The only exception is the final regular scheduled points race of the season, for which there will be one chance for a rain date the following afternoon only. In the event of such a rain date, the payoff will be determined by combining 100% of NASCAR license member pit area ticket sales with 30% of grandstand ticket sales for the rain dated event. The total of that revenue will then be distributed with a scaled proportion among the divisions competing, weighting the higher proportion among the feature race division and the lower proportions among the support and entry level divisions. If the next day rain date is also cancelled, the race season will be deemed complete and no further efforts for a rain date will be attempted.
- 17) All repairs must be made in the pit and not on the track proper. Any car stopping on the track surface for repairs or corrections, shall be penalized 3 positions at the next available realignment, or at the conclusion of the race, whichever comes first.
- 18) Rough riding, excessive track use, intentionally causing race delays, and unsportsmanlike conduct of any kind is not permitted. Drivers and cars found guilty of these infractions of competition during any time on the track will be subject to the following, depending upon the severity and degree of the offense - in the opinion of the race officials - and the driver's previous history of conduct:

First Offense:                   \$100 fine and a deduction of 5 points

Second Offense: \$200 fine and a deduction of 10 points

Third Offense:                 \$300 fine and a deduction of 15 points

- 19) Penalties are applied to both the Driver and the Car that he or she is driving at the time of the offense. All issuances of fines and point deductions also carry the possibility of suspensions determined by the race officials following the offense. Additionally, offending drivers/cars may be placed at the tail of a line-up either during the race where the offense takes place, or in subsequent weeks. Penalties are issued per occurrence and may involve multiple issuances within a race meet. All fines will be paid within 6 days from the date of the occurrence, or the offending driver and/or car may be prohibited from competition until the fine is paid.

- 20) During the final five weeks of competition, first, second and/or third offenses of any degree may carry a fine of up to \$500, a suspension of up to five completed race meets, and a loss of up to 50 points, or any combination thereof. Any such penalty is at the sole discretion of race officials.
- 21) Any driver who - in the sole opinion of race officials - is believed to have a co-conspirator who interferes with or disrupts orderly, safe, prudent and fair competition during any race may be subject to the same penalties as that co-conspirator as outlined above, and may be removed from competition at any time.
- 22) Anyone purposely damaging a competitor's car on or off the track will be subject to a suspension of up to 1 year and/or a fine of up to \$1000.00 as determined by the management.
- 23) Any fines and/or penalties accumulated during a race season and not paid will be carried over to the following year and must be paid before entering the pits for the first time.

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## TECHNICAL RULES

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- 1) The technical inspectors are hired by B.R.M.S. and have the right to inspect all parts of any car as they see fit. Tech inspectors are not empowered to determine penalties, as this will be done by the Tech Committee or the management.
- 2) The speedway management maintains the right to impound any vehicle for a period of not more than six nights for the purpose of thorough inspection. The Speedway may designate and select any vehicle(s) under any method or manner it chooses.

By entering the competition, all drivers/teams inherently understand and accept that their vehicle may be impounded at any time by the Speedway management, and agree to immediately surrender their vehicle without obstruction, protest or malice. All competitors are subject to ordinary penalties resulting from an inspection, not limited to confiscation of illegal parts, removal of finish(es), points and purse at the discretion of management, and/or fines and suspensions.
- 3) The only persons authorized to be present at tear downs are the car owners, two of his assistants, the management, and the Tech Committee.
- 4) All race cars entering the pit area are subject to a visual technical inspection. It shall be the responsibility of the car owner to see that his car is inspected before going onto the race track.
- 5) Technical infractions are subject to deductions of 15, 20 and 30 points and forfeiture of 50%, 75% and 100% of finishing purse, as determined by Speedway management.

Purse forfeitures will be allocated to the season's point fund for re-distribution. Penalties apply to both Driver and Car; deducted points will remain on the Driver/Car totals until the Driver/Car have re-accumulated that deducted point value; parts found to be illegal may be confiscated and become the property of the Speedway. Drivers/cars having competed in half or less of events by the scheduled mid-point of the season are subject to full disqualification and forfeiture of position and purse. Violations deemed excessive by Speedway management are subject to greater point losses, fine assessments and/or disqualification.
- 6) Technical inspectors have the authority to insist that seat belts and shoulder harnesses be replaced if the condition is considered unsafe. It is recommended that no belts or harnesses be used beyond the manufacturer's expiration date. Seat belts must be a quick release type capable of withstanding a minimum of a 3000 lb. body block test. Seat belts must be attached at two separate points of the roll cage, equal distances from the center of the seat back and no less than 12 inches apart. Approved racing seat belts are required in all classes and must be securely attached to cage piping under the seat. They must be attached with bolts with a minimum diameter of 3/8". Bolts must be aligned so that the direction of stress will be in a direct line with the pull of the seat belt. If belts are secured to a steel plate attached to the cage, the plate must be a minimum of 1/4" thick. Shoulder straps are compulsory; they may be either a double or single shoulder strap type approved by the Technical Committee. Shoulder straps should be installed so that the direction of pull will be at a 90 degree angle to the back of the seat.
- 7) All cars must be braced with at least 1 3/4" O.D. pipe. This bracing will consist of not less than four upright pieces from the frame, which must be adequately cross braced at the top and sides. Four horizontal door bars are required on the driver's side and three bars on the right side. The driver side bars must be bowed outward. Vertical bar pieces must be welded into place between the four horizontal

bars. The top horizontal bar on each side must measure 20" from the frame. Bracing must be electronically welded. Tubing used must be at least 1 3/4" O.D. and a minimum of .090 wall thickness. All roll cage installations must be approved by the B.R.M.S. technical inspectors. Chrome moly is not allowed.

- 8) Tubular frames must be constructed in accordance with what is to be considered standard in the local chassis building industry. Any radical or immoderate changes in structure and design of a frame must first be approved by the B.R.M.S. management.
- 9) The back of the seat may not be mounted any further back than the rear roll cage uprights.
- 10) Conventional rear wheel drive configurations only. Front wheel drives are not allowed.
- 11) A working reverse gear is required in all transmissions.
- 12) All cars must have dual (two) throttle-return springs on carburetor.
- 13) Ignition and starter switches must be within the driver's reach when strapped into the seat.
- 14) All fuel lines passing through the driver compartment must be enclosed in fire resistant material.
- 15) Any competitor found with illegally branded, or chemically treated, tire(s) will be subject to the same penalties as a competitor that is found to be out of stock. Tires may not fall below the track's stated durometer reading as taken with the track's durometer following any race.
- 16) Remote pressure systems, traction control devices, and/or computer systems are not allowed. Violations will result in a \$1,000 fine, loss of purse for the event, and loss of all accumulated points.
- 17) Ratcheting or pull-down suspension devices of any kind are not permitted on the rear end or rear suspension of the car.
- 18) Sliding weight systems or devices are NOT allowed. Tungsten or other exotic metals or alloys are not permitted – lead weight only.
- 19) Torsion bar style suspensions are not allowed, unless they are stock production O.E.M.
- 20) A fire extinguisher inside the car is mandatory. It must be a minimum of 2 ½ pound system and be charged and operational at all times. The extinguisher must have a readable gauge on it. The fire extinguisher must be securely fastened and located inside the cockpit within reach of the driver, within the main frame rails of the car. If an on-board fire extinguishing system is used, one nozzle is mandatory inside the cockpit. Additional lines and nozzles may be used on the fire extinguisher system. Cold Fire brand suppressant is recommended for cockpit usage.
- 21) Window nets are mandatory in all classes. One end must be securely fastened to the roll cage. The other must be quick releasing using a seat belt type fastener. Window net installations are subject to Tech inspector approval.
- 22) Fuel cells are required in all classes. Fuel cell canisters must be made of a minimum of 22 gauge steel. Ground clearance must be maintained for the class of car. All installations are subject to Tech inspector approval.
- 23) Rub rails are NOT permitted in any division.
- 24) In the interest of fairness in competition and safety, weights may be added to or subtracted from cars by the B.R.M.S. management as deemed necessary.
- 25) Deflector plates on the driver's side of the car are mandatory.
- 26) Any car that is not equipped with deflector plates on the driver's side of the car, and which loses the driver's side door during competition will be black flagged from the race.
- 27) Carbon fiber wheels are not allowed.
- 28) Tire or brake blowers are not allowed.
- 29) Carbon fiber products or titanium products are not allowed, unless approved by B.R.M.S.
- 30) Anything not covered by these rules shall remain stock as made by the manufacturer. For the purpose of rule enforcement, the term "stock" shall be understood to mean the parts must be of original equipment manufacture production (i.e. GM, Ford, Chrysler).
- 31) Pro Series teams only are allowed to use two-way radios. The privilege of using radios may be revoked or suspended by an individual team or an entire division if the radios are used for imprudent purposes. No other divisions are allowed to use any sort of communication devices.

FUEL: Gasoline must be used. Top cylinder lubricants are allowed. Plastic fuel lines are not allowed. Propane gas may NOT be used. The management reserves the right to make changes in fuel rules.

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## LETTERING & NUMBERING

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All car numbers are the property of the Speedway and are loaned by assignment from the Speedway. Numbers may be revoked or reassigned by the Speedway at any time, with or without notice.

- 1) Car numbers must be a minimum of 18" high and three inches wide. Numbers shall be painted in contrasting colors to the car on both doors and the roof. No reflective chrome, gold or prism numbers allowed. Roof numbers should be visible as read from the grandstand side of the car.
- 2) The car number must appear in 6" high numbers in the uppermost corner of the windshield on the passenger side, and also on the right rear taillight cover.
- 3) Cars must have both front fenders available for the placement of series sponsor decals. The rear of each front fender must have a minimum area available of 520 square inches (approx. 20" wide by 26" tall). This minimum area must be available even if that area extends back onto the front portions of the door panels.

Beech Ridge Motor Speedway reserves the right, in the interest of the public image of the sport, to assign, to approve or disapprove any advertising, sponsorship, or similar agreement in connection with any or all event(s). Beech Ridge reserves the right to assign or restrict the display of decals, identification, and advertising on race cars.

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## PRO SERIES CLASS ENGINES

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- 1) Custom manufactured motors must meet the following regulations: American made engines only. No V-6 engines. No aluminum or other soft metal blocks or heads allowed. No stroking or destroking permitted. Maximum stroke 3.500 crankshafts are allowed. Normal engine balancing will be the only modification to this piece allowed. Cylinder blocks must be stock productions with standard external measurements in all respects. Blocks can be dressed. Lifter bores may be rebored. The maximum allowable compression ratio will be 11.0. The following maximum cubic inches will be allowed:

Chrysler (Dodge & Plymouth)	360 ci + .040
Ford	351 ci + .040
General Motors	350 ci + .040

- 2) Cars may interchange manufacturer's body models and engines.
- 3) All cast iron cylinder heads must have stock valve size for casting used. Twenty three degree valve angle heads only. Port matching up to 1/2 inch into runner is allowed. Heads with 1.94 intake and 1.5 exhaust valves are allowed angle milling and porting/polishing. The only exceptions to this are noted below. Specifications as follows:

General Motors maximum intake diameter 1.94"; maximum exhaust diameter 1.50"

Chrysler 340 ci motors maximum intake diameter 2.02"; maximum exhaust diameter 1.60"

Chrysler 360 ci motors maximum intake diameter 1.88"; maximum exhaust diameter 1.60"

Ford Winsor motors maximum intake diameter 1.94"; maximum exhaust 1.54"

ONLY THE HEADS LISTED BELOW ARE ALLOWED AND MUST BE CAST IRON:

General Motors casting #'s 041, 186, 291, 370, 441, 461, 462, & 492. (The 492 casting must be G.M. part #3958603 with 1.94" intake & 1.50" exhaust.)

GM Vortec heads

General Motors Vortec Bowtie head part #

World Products Inc. S/R Torquer 042660-551.

Ford Winsor motors may use Ford Motorsports casting  
-#GT40-M6049-L302

Cast iron World Products, Bow Tie and Dart Sportsman heads with a stock 2.02" valves and a 23° valve angle are allowed and may not have porting and/or polishing performed upon it. Normal port matching is allowed. Aluminum heads are not allowed. Any cylinder head not listed must be approved by the management of Beech Ridge Motor Speedway before being used.

- 4) All cylinder heads must have stock dimension valves for the casting used. No titanium valves allowed. Valve stem length, diameter and keeper groove locations must be stock. Stock type retainers must be used. Only heads with 1.94" valves are allowed angle milling, port matching, and/or polishing. No gear drive assembly allowed. Polylock nuts, and push-rod guide plates are allowed. Roller rocker arms are optional. Screw-in or pinned studs are allowed.
- 5) Any steel or aluminum one piece intake manifold is allowed. No fabricated intakes. Maximum depth of intake allowed is 4 5/8". Port matching only up to 1/2" into the runner. No additional polishing or grinding to the intake manifold is allowed.
- 6) Carburetors must meet specifications for either one stock Holly 4776 or one Holly HP80540-1 600 C.F.M. four barrel, or one Holly 4412 or one Holly HP80583-1 500 C.F.M. two barrel. No alterations are allowed except for the removal of the choke plate and tower. Epoxies or other devices to alter the air flow in the manifold are not allowed. Two .070 thick gaskets are allowed and a maximum 1" spacer is allowed. Polishing, grinding or drilling holes in the body of the carburetor is not permitted. Choke horn may be removed with a square cut - no taper or bevel may be cut into the body of the carburetor. Boosters may not be changed but may be aligned. Size and shape must not be altered. Height must remain standard. Passageways from the metering block may be enlarged to a suggested size of 0.156". Venturi area must not be altered in any manner. Casting ring must not be removed. Base plate must not be altered in shape or size. Stock butterflies must not be thin or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle shaft must remain standard and must not be thinned or cut in any manner. Power valves, metering blocks and floats may be altered. Throttle linkage may be changed. Any reworking of a carburetor other than as noted above will result in disqualification.
- 7) Any camshaft is allowed. Mushroom type lifters are not allowed. Roller lifters are not allowed. Solid lifters are allowed.

- \*GM P/N 19171528 replacement valve spring retainer is allowed
- \* GM replacement valve springs and seats equivalent to Competition Cam P/N 4705-16 are allowed.
- \* Ignition- or rev-limiting devices are not allowed.

#### CRATE MOTOR OPTION:

GM Fastburn 385 (P/N 12496769), Fastburn 400 (P/N 88958604),: This is a factory sealed crate engine package, complete from intake manifold, stamped steel valve covers with racing style breathers, and 8 quart dual kick-out circle track racing oil pan. The Fast Burn 400 engine has a 1053 forged steel crankshaft, aluminum heads with 2.00"/1.55" valves, hydraulic roller lifters, HEI distributor, and normal rotation iron water pump included. (400 HP at 5500 RPM - Torque 400 @ 4500 RPM) The base engine is a Fast Burn 350ci 385 horsepower, with the following part numbers (P/N):

P/N 10105123 4-bolt iron block - Must Remain Stock

P/N 140885331053 steel crankshaft - Must Remain Stock

P/N 10108688 PM rod - Must Remain Stock

P/N 10159436 High silicon aluminum piston - Must Remain Stock,

NO "Eyebrowing" the pistons for clearance

P/N 10185071 Camshaft with hydraulic roller lifters - The camshaft may be changed (to any roller cam, rocker arm and lifter)

P/N 12464298 Aluminum head - Must Remain Stock. Heads may be cut .010 for clean-up. Minimum 60cc.

P/N 12496822 High rise single plane intake manifold, P/N 12366573 Aluminum dual plane (no EGR) or P/N 12496820 Aluminum dual plane (w/EGR) - Must Remain Stock. Competitors competing with the original Fastburn 385 (intake manifold P/N 12366573 or P/N 12496820) may update to Fastburn 400 (P/N 12496822) if no changes (except for the camshaft, rocker arms and lifters) have been made.

P/N 25534354 8-quart oil pan or Moroso P/N 21319 pan is permitted with matching p/u assembly and utilized in factory form without modifications.

\* The track's listed carburetor rule may be applied or the use of the Holly HP805411 650 CFM carburetor is also permitted. Carburetor spacer adapter plate must have ¼" threaded vacuum port to accommodate tech testing.

The track's listed gear rule does not apply.

The maximum gear for crate engines is 5.27 or less.

Cars using crate motors meeting the above specifications may weigh 2725 lbs.

- 8) Any "Flat Top" piston with a minimum of two valve reliefs will be allowed. Floating of the wrist pin is optional. Normal engine balancing only. No part of piston shall extend past the top of the block or deck.
- 9) Aluminum or titanium rods are not allowed. Steel rods only. No grinding lightening or polishing of any kind allowed. Normal engine balancing only allowed. The installation of aftermarket rod bolts and nuts will be allowed.
- 10) Engine must be positioned within the chassis per the following specifications:
  - a) Cross (lateral) location centerline of engine crankshaft shall be located within one inch of the center of the front clip horns. The front and rear clips shall be located within a one inch offset of the frame rails.
  - b) Engine height - centerline of crankshaft harmonic balancer (or equivalent) must be located a minimum of ten inches above the ground plane.
  - c) Front-to-rear (longitudinal) location - maximum of two inches from centerline of forward-most spark plug to determine line projected between the front ball joints of suspension.
- 11) Flywheel scattershield must be used with single disc clutch when a full flywheel is used.
- 12) Stock battery powered ignition system, either breaker or electronic with any type coil allowed. H.P. transistorized ignitions or trigger activated systems are not allowed. Aftermarket distributors are allowed. MSD ignition systems are allowed, using only the 6-series model box; Fast/Crane Cams ignition part# 6000-6700 and coil part# 730-0192 PS92N are allowed. Ignition boxes and coils must be mounted on the upper right side of the dash, and must be fully visible to inspectors.
- 13) No electric fuel pumps.
- 14) Oil capacities may be changed in any safe manner. A minimum of 3" oil pan clearance to the race track allowed.

- 15) Cars using dry sump systems are allowed to compete twice annually with a 50-lb. weight addition. Cars bypassing the dry sump system with an external oil pump for wet sump – and having removed the dry sump hoses and tank - are allowed to compete weekly without a weight penalty.

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### PRO SERIES BODY AND CHASSIS

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- 1) No foreign cars, sports cars, pick-ups or convertibles allowed. All cars must have a minimum of 102" wheelbase.
- 2) Any body that has an original wheelbase of 102" or greater will be allowed. Dirt type or 2/10th noses are not allowed.
- 3) No altering of bodies allowed. No carbon fiber bodies, or parts thereof, are allowed. No body setback is allowed. All cars must use fiberglass or plastic/composite front fenders. Reworking or trimming of the front fenders is not allowed. Body must match stock metal body panels as to size and configuration. "Iceman" model bodies or any other extended rear quarter panel bodies are not allowed. "Downforce" bodies or replicas thereof are not allowed. All aftermarket bodies must meet 2005 or newer Five Star ABC templates for contours and measurements. Any body configuration must gain the approval from the Director of Competition in order to meet the speedway's body configuration intent. A B.R.M.S. template may be used and all body installations are subject to Tech Inspector's approval. All bodies must conform to the track's "referee" tool. Front noses should conform to the stock template and must maintain a minimum distance of 42" from center of the front spindles to the front of the vehicle. The molded lower lip on the nose must remain in tact. Reworking or trimming of the nose is not allowed. The front of the hood and the top flange of the front bumper cover must measure a minimum height of 22" from ground level. Spoilers must remain in the original location at the rear of the body shell. This is a Pro Series division which is supposed to resemble street cars... not slab sided, flared bottom pro stocks. A maximum 5" hood scoop is allowed. Cars must run full bumpers front and rear. Bumpers must be 16" from ground to center of bumper. All body panels must maintain 3" ground clearance with the driver in the driver's seat.
- 4) All glass, except windshield, must be removed. A full windshield may be replaced with a minimum 1/8" polycarbonate material such as Lexan. A minimum of two windshield braces are required. Rear windows, and quarter windows are allowed but must be made of the same material as the windshield. All installations are subject to the Tech Inspectors approval.
- 5) The maximum size allowable fuel cell is 22 gallons. U-shaped or non-standard shaped fuel cells are not allowed. A minimum of 8" ground clearance between the bottom of the fuel cell assembly and the race track itself is required. Cells must maintain the flapper/ball assembly. Fuel cell canisters must be made of at least 22 gauge steel. A safety loop to protect the rear of the cell must be in place. Any part of the fuel cell assembly must be no closer than 11" to the back of the rear end tubes. Aluminum seats are mandatory and must be welded or bolted solidly to the roll cage.
- 6) The interior area of the car must be completely enclosed in respect to the engine compartment, track surface, tires, and rear (fuel cell) compartment. The area immediately beneath the driver, floorboards, foot box, and the vertical panels surrounding the seat area (front and rear firewalls and transmission tunnel) MUST be constructed of minimum 22-gauge steel (.031) and be of welded construction. Other interior panels may be constructed of aluminum with a minimum of .040 thickness. Panel on "passenger" side of car may extend from the top of the transmission tunnel to a height of not less than 6" below the passenger window.
- 7) The center of the steering wheel must be padded.
- 8) Batteries must be securely fastened and safely covered.
- 9) Tubular steel frames are required. These frames must be full perimeter other than straight-rail chassis. All tubing must be 2" wide by 3" high, or 2 1/2" x 2 1/2" and at least .120 wall thickness. The front and rear clips may be .083". Round tubing frames are NOT allowed. Chrome moly is not allowed.
- 10) The frame width must be a minimum of 49 1/2" inside and an outside maximum of 60" measured at the uprights, plus or minus 1", and a minimum of 38" measured outside to outside of the rear frame rails.  
The frame rail may go either over or under the rear-end housing. The top and bottom of the roll cage must remain centered on the drive line, plus or minus 1". The front and rear roll cage hoop must have a minimum height of 38" measured from the top of the frame to the top of the roll cage.
- 11) Tubular front sub-frames made of steel square tubing with a 10" perimeter and a minimum .083" wall

thickness are allowed. Rack and pinion steering is allowed. Offset front spindles are NOT allowed. The front sub-frame must be of "stock" configuration and centered within the frame rails plus or minus 1". Coil-over spring assemblies are allowed.

- 12) A minimum 3" frame height is required as measured with the driver in the driver's seat and may be measured at any point around the frame and/or cross members and at any time during the meet. The car may not be aided, lifted or compressed in any way by external forces.
- 13) Modified exhaust headers may be used. Howe mufflers are required, and only the following muffler numbers may be used: 3015 & 3018. Howe Iron Lung headers are allowed. The mufflers may not be cut or altered in any manner, and must be installed with the proper direction of flow. Tail pipes must be angled at least 45 degrees toward the ground. Mufflers may not be modified from stock factory production: all baffles must remain in place, use a downspout if exiting the rear of the car, and must meet the speedway's intent for sound pitch and level.
- 14) Bodies must remain stock in physical outline. Bodies cannot be cut full of holes. The only cutting permitted is what is specifically stated in this rule book.
- 15) "Wings" are not allowed. Spoilers must be nonadjustable and may be no more than 6 1/2" in height as measured from the bottom front edge of the spoiler to the top and must not exceed 60" wide. Supports or bracing in front of the spoiler are not allowed. Spoilers must follow the contour of the rear of the trunk lid or body shell. No portion of the spoiler at its base may extend beyond the area where it connects with the body or trunk lid. The maximum allowable height of a spoiler is 41 1/2" when measured from the ground to the top of the spoiler.
- 16) Cars must measure a minimum of 47-inches overall height, as measured from the ground to a point in the center of the roof located twelve inches back from the windshield. Additionally, cars must measure a minimum of 44-inches in height at the top center of the rear window. The rear window height at the top may not drop more than 1" from center to either side.
- 17) Sharp edges or projections which could possibly cut tires are not allowed.

#### WEIGHTS:

\*\* Up to 66" max. tread width, perimeter or straight-rail chassis: 2725 lbs.

Cars are weighed race ready, full of fuel, and must have a maximum left side weight percentage of 57%. Weights are to be measured with the driver in the seat of the car. There will be an allowance for fuel consumption when the vehicle is weighed following a race.

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#### PRO SERIES RUNNING GEAR

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- 1) Adequate brakes are required and must be capable of dragging all four wheels.
- 2) \*\*\* Only rear-load quick-change rear-ends are allowed. Rear-ends may be locked. Pinion must remain centered within 1" of the frame rails.
- 3) \*\*\* All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim join at each end. J-bar trailing arms are not allowed. All mounts for trailing arms, third links and track bars must be solid. Only one spring per corner is allowed. Torsion type suspensions are not allowed.
- 4) Coil bound springs are not allowed.
- 5) Ratcheting or pull-down suspension devices of any kind are not permitted on the rear end or rear suspension of the car.
- 6) Automatic transmissions, direct type or quick-change transmissions are not allowed. Jerico 2-speed transmissions are allowed. 5-speed transmissions are not allowed. Transmissions must have a minimum of one reverse gear and two forward gears. Transmissions must weigh a minimum of 55 lbs. No added weight. Multi-disc clutches are allowed. Clutches must be a minimum of 5-1/2" in diameter.
- 7) The rear axle ratio must remain between 5.10 and 5.67 final drive ratio.
- 8) Crate motors are restricted to a min. 4.88 and a max. 5.27 rear end gearing final drive.
- 9) Safety hubs are mandatory on the right front wheel. Aluminum spindles are not allowed.
- 10) Any type of steel wheel is allowed. The maximum width of the wheel is 10 inches. Wheels must weigh a minimum of 16 lbs.
- 11) Only B.R.M.S. approved tires will be allowed. Tires must be mounted with the track's branded number

facing outward.

- 12) Single-adjustable shocks only. Shocks may not have remote external adjustments. External canisters/reservoirs are not permitted. No more than 175 p.s.i. allowed. Titanium parts are not allowed. Only one shock per wheel is allowed and shock location is optional. Only plastic or rubber bump stops are permitted. Bump springs are not allowed.
- 13) Only brake bias adjustments are permitted from inside the cockpit of the car.
- 14) The centerline of the crankshaft harmonic balancer must be located a minimum of 10" and a maximum of 12" above the ground plane.

**\* NOTICE \*\***

All Pro Series competitors should thoroughly read all other sections of this book, as many of those rules apply to this division.

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**SPORT SERIES CLASS ENGINES**

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- 1) American made engines only. No V-6 engines. No aluminum or other soft metal blocks or heads allowed. Crankshafts must be stock type, dimension and weight. No stroking or destroking permitted. Normal engine balancing will be the only modification to this piece allowed. Cylinder blocks must be stock production with standard external measurements in all respects. Blocks can be dressed. The maximum allowable compression ratio will be 11.0. The maximum cubic inches listed below will be allowed for the following engine makes:

Chrysler (Dodge, & Plymouth)	360 ci + .040
Ford	351 ci + .040
General Motors	350 ci + .040

- 2) Normal engine balancing for pistons and connecting rods will be defined as follows: The piston or rod in a set of eight having the least stock weight will be used, and the remaining pistons or rods will be matched to it.
- 3) All cylinder heads must be cast iron, original equipment manufacture production. The only exceptions to this are noted below with a (++) symbol. Specifications as follows:

General Motors maximum intake diameter 1.94"; maximum exhaust diameter 1.50"  
Chrysler 340 ci motors maximum intake diameter 2.02"; maximum exhaust diameter 1.60"  
Chrysler 360 ci motors maximum intake diameter 1.88"; maximum exhaust diameter 1.60"  
Ford Winsor motors maximum intake diameter 1.84"; maximum exhaust 1.54"

**ONLY THE HEADS LISTED BELOW ARE ALLOWED:**

General Motors casting #'s 041, 186, 291, 370, 441, 461, 462, & 492. (The 492 casting must be G.M. part #3958603 with 1.94" intake & 1.50" exhaust.)

General Motors replacement casting #062 Mexican model used with manifold #2116.

World Products Inc. S/R 043600-1 and 043610-1.

Ford Winsor motors may use Ford Motorsports casting #GT40-M6049-L302

All General Motors heads must use 1.250" diameter valve springs.

Any cylinder head not listed must be approved by the management of Beech Ridge Motor Speedway before being used.

- 4) All cylinder heads must have stock dimension valves and valve springs for the casting used. No titanium or neckdown, pro- flow type valves allowed. Valve stem length, diameter and keeper groove locations must be stock. Stock type retainers must be used. No angle milling, port matching, or polishing allowed. No gear drive assembly allowed. 3/8" screw-in studs, pinned studs, polylock nuts, and push-rod guide plates are allowed.

NOTE: The General Motors sealed crate part # 8895-8602 may be used as an alternative motor and will become the motor of choice in the short-term future. This motor may be used and is subject to +/- weight concessions. The only allowable flywheel replacement for this motor is GM part # 14088646. Carburetor is limited to one stock Holly 4776 or one Holly HP80540-1 600 C.F.M. four barrel. No alterations are allowed except for the removal of the choke plate and tower. Epoxies or other devices to alter the air flow in the manifold are not allowed. Two .070 thick gaskets are allowed and a maximum 1" spacer is allowed. The timing chain set may be replaced with a double-roller set. A 6" oil pan is allowed. Any reworking of this carburetor other than as noted above will result in disqualification. Carburetor spacer adapter plate must have 1/4" threaded vacuum port to accommodate tech testing.

- 5) All engines must use hydraulic lifters (no mushroom types) and a hydraulic lifter camshaft with a maximum lift of .450. The lift will be measured at the valve stem. No gear drive assemblies allowed. Roller lifters are not allowed. Roller rockers are permitted but must maintain a max. .450 cam lift. Maximum 1:5 rocker arm ratio is allowed.
- 6) Any "Flat Top" piston with a minimum of two valve reliefs will be allowed. Floating of the wrist pin is optional. Normal engine balancing only. No part of piston shall extend past the top of the block or deck..
- 7) No aluminum or custom steel rods allowed. No grinding, lightening, or polishing of any kind is allowed. Normal engine balancing only. The installation of aftermarket rod bolts and nuts is allowed. 6" rods are not allowed.
- 8) Carburetors are limited to one stock 4412 Holly 500 C.F.M. two barrel. No alterations are allowed except the removal of the choke plate and tower. Epoxies or other devices to alter the flow in the manifold are not allowed. Spacers or high rise manifolds are not allowed. Adapters not exceeding 1 1/8" in height are allowed. Adaptors may not be grooved, tapered, or reworked in any manner. Gaskets shall not exceed 1/4" thickness.
- 9) Intake manifolds must be a stock Edelbrock 2101 Performer. They may not be modified in any manner.
- 10) A stock ignition system is allowed. No external amplifier- type systems are allowed.
- 11) The original motor mounts may be replaced by steel mounts. They must bolt to the original location, both frame & motor. THERE WILL BE NO MOTOR SET-BACK ALLOWED. Engine plates are not allowed.
- 12) Ignition- and rev-limited devices are not allowed.

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**SPORT SERIES CLASS  
BODY, CHASSIS, AND RUNNING GEAR**

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- 1) The minimum wheelbase allowed is 108", without any tolerance. Absolutely no modifications except as specified in this rule book. No convertibles, foreign cars, station wagons, or pick-up trucks are allowed.
- 2) \*\*\* Bodies must have steel or aluminum rear quarters, doors and front fenders and must meet stock and speedway configuration requirements and must meet speedway intent for appropriate presentation. No setback or lowering of bodies is allowed. Front fenders must measure no more than 76" from outside-to-outside of both fenders when measured above the center of the front tires.
- 3) All cars must run a complete nose piece on the front. Nose pieces may be either original equipment, fiberglass, or rubber. Screen or homemade pieces are NOT allowed. Aftermarket nose pieces must match body style. Lower spoilers must have 4" ground clearance; rocker panels must have 4" ground clearance as measured with the driver in the driver's seat.
- 4) The Five Star #1036615102 and the ARP #05410250 fiberglass roof packages are allowed. Aftermarket hoods are allowed.
- 5) Fuel cells are required, and they must be enclosed in a minimum 22-gauge (.031) steel canister. The fuel cell must be located behind the rear window. A complete steel firewall between the fuel cell and the driver's compartment is required. There shall be no unnecessary holes in the firewall. The fuel cell must be capable of being filled from behind the firewall. Fuel cells must be securely fastened and be adequately protected if it hangs below the rear bumper. All fuel cell installations are subject to the Tech Inspector's approval. A minimum of 8" ground clearance between the bottom of the fuel cell and the race track itself is required.
- 6) All glass except the windshield must be removed. A full windshield is required. The windshield may be replaced with a minimum of 1/8" thick polycarbonate material such as Lexan. A minimum of two windshield braces are required. Rear windows and quarter windows are optional, and must be made of the same material as the windshield. Window installations are subject to the Tech Inspector's approval.
- 7) Only B.R.M.S. approved tires are allowed.
- 8) The rules for bracing are as described in the "TECHNICAL RULES" section of this rule book.
- 9) The rear roll cage upright may not extend past the rear door seam more than two inches.
- 10) The top and bottom of the roll cage must remain centered on the driveline, plus or minus 1". The front and rear roll cage hoop must have a minimum height of 38" measured from the top of the frame to the top of the roll cage.

- 11) Bracing is allowed around the radiator providing that it is not visible from the outside of the car.
- 12) All cars in the Sport Series class must be equipped with a seat belt and shoulder harness as described in the "TECHNICAL RULES" section of this rule book.
- 13) Batteries must be securely fastened and safely covered.
- 14) Any radiator may be used, providing it fits under the original hood when the hood is closed.
- 15) Excess wiring must be removed.
- 16) Oil and temperature gauges are allowed.
- 17) Scattershields are recommended, but not mandatory.
- 18) Clutches must be stock production OEM. This includes weight, size, and physical appearance. Aftermarket high-performance types are not allowed. All cars must have a 1" hole in the bottom of the bell housing to allow for clutch inspection.
- 19) Stock manifold with cherry bomb mufflers are allowed. Steel headers are allowed. Headers must be Street Stock approved with 1 5/8" tubes and a maximum 3" collector. Cross-over headers are not allowed. The only approved muffler is the DynoMax #24219. All tail pipes must be angled at least 45° toward the ground.
- 20) Racing hubs are not allowed. Upper and lower control arms may be reinforced in any safe manner. Upper control arm frame mounts may be moved in or out a maximum of 1/2" from the original position and must remain stock-type and configuration. Bolt mounting holes may be repositioned in any safe manner. Upper control arms may be reworked. Tubular upper control arms are allowed. Camaros must retain completely stock front suspension, with the exception of tubular upper control arms which are permitted. Any stock GM lower control arm, other than Corvette's, may be used and must be of the same make and model on both sides of the car. Aftermarket spindles are allowed and must be the original style on both sides of the car. Mono balljoints are allowed in upper control arms only. One steel heim end is allowed for tie rod adjustment. Screw-in ball joints are allowed. Front crossmembers must remain absolutely stock. No cutting, drilling, or re-shaping allowed, notching is not allowed to accommodate fuel pump. Re-working of stock production or an aftermarket steel center link is allowed.
- 21) The inner door panels, front inner fender panels, and hood and trunk cover inner panels may be removed. The rear inner sheet metal may be removed behind the original rear firewall only.
- 22) All cars must have front firewalls in their original position and must measure not more than 3" behind the rear of the distributor and must be the full width of the body, connecting left and right body panels. Rear firewall may be positioned 12" or more behind the rear cage uprights and may slope from the floor to the bottom of the rear window. Firewalls may be reconstructed with a minimum 22 gauge steel. Stock floorboards or aftermarket replacement floorpans must extend from the front firewall to the rear firewall. Passenger side floor pan may be no higher than the drive shaft tunnel.
- 23) Steel wheels eight inches or smaller will be allowed. Round steel rod may be used to reinforce the outer rims of the wheels. Minimum 5/8" wheel studs are required on the right side wheels of the car. Steel racing wheels are mandatory on the right side of the car. All steel racing wheels must weigh a minimum of 18 lbs. No tolerance will be allowed. Any stock production OEM 8" steel wheel may be used on the left side of the car.
- 24) The maximum tread width allowed will be 64 1/2". The overall width from outside to outside of wheel rim bead flanges shall not exceed 72 1/2 inches, as measured with the Beech Ridge tread width gauge.
- 25) Wheel openings may not be enlarged more than 4" above the tires.
- 26) \*\*\* Stock type rear springs may be modified in any safe manner. Aftermarket steel springs are allowed. Rear spring pockets in coil spring cars may be modified in any safe manner but must remain in original location. Adjustable coil spring spacers are allowed. Camaros and other type uni-body cars must retain stock leaf spring rear suspension, and stock floor pan. The front spring mounts of rear suspension must be stock and in original position. Adjustable shackles are allowed. Front quick-adjusting/jacking bolts are permitted with a 50 lb. weight addition. Cutting or altering the frame is not allowed. Front brake calipers must remain in stock location.
- 27) Front springs are restricted to a min. 500 lb. rating, must be a min. 9 1/2" tall, min. 5" max. 5 1/2" diameter, and have an open pigtail. Digressive or progressive springs of any make are not allowed.
- 28) Front and rear shocks must have a min. 2" travel in both directions when stationary, with driver, race ready.
- 29)\*\*\* Rubber biscuits or spring-loaded trailing arms or third-links are not permitted.

The following modifications and allowances to coil spring Sport Series cars are allowed:

- \* Pan hard bars are allowed, but may not have quick-adjustment mechanisms.
- \* Max. 56% left side weight
- \* Re-working of the rear cross member to allow adjustment of upper trailing arm.
- \* Re-working of stock production or an aftermarket steel center link
- \* Wheel spacers are allowed (5/8" wheel studs are required if wheel spacers are used).
- \* Steel heim joints and tubing may be used in lower trailing arms.
- \* Max. 5" tall x 60" wide rear spoiler
- \* Sheet metal may be used to enclose the third link, not to exceed 12" in width. Fireproof boots are allowed.
- \* Adjustable rear coil spacers are allowed.
- \* Mono ball joints are allowed in upper control arms only.
- \* Tubular upper control arms are allowed and mounting must be stock-type and configuration
- \* Rear springs may not exceed 36" center-to-center.
- \* Rear trailing arms may not exceed 24" in length, must be of solid mount, and must be of equal length.
- \* The rear trailing arm front mounts may be no wider than 34" center-to-center, plus or minus one inch, centered on the driveline, and may not be adjustable.
- \* Overall width of the rear lower trailing arm mounts at the rear-end housing may not be more than 44", measured center-to-center, centered on the driveline, plus or minus one inch. Maximum three inches of vertical adjustment is allowed on the rear trailing arm mounts only.
- \* Any stock GM lower control arm, other than Corvette's, may be used and must be of the same make and model on both sides of the car. Aftermarket spindles are allowed and must be the original style on both sides of the car.

30) Only QA1 Series 53 or 51 or Series 23 standard-valve shocks are permitted. Special order or custom shocks are not allowed. 53 or 51 Series shocks must maintain a min. bleed hole of .033" and a max. bleed hole of .059". The 53 or 51 Series shock may only be adjusted by the arrangement of QA1 OEM shim stacks. All shocks must meet QA1 manufacturer specifications. The following part numbers are considered QA1 standard valved shocks:

Front STD	Front Short	Rear Monte	Rear Camaro	Front STD	Rear Monte	Rear Camaro
53943-5	53933-5	53683	53583-5	23943-5M	236812-2M	23583-5M
53943-6	53933-6	53683-5	53584	23943-6M	23683-5M	23584M
53943-8	53933-8	53684	53585	23943-8M	23683M	23585M
53944	53935	53685		23943M	23684M	
53945	53935-3	53685-3		23944M	23685-3M	
53945-3	53937	53686-3		23945-3M	23685M	
53946-4	53937-3	53687-2		23945M	23686-2M	
53947	53938	53688-2		23946-3M	23687-2M	
53947-3				23947-3M	23688-2M	
53948				23947M		
				23948M		

No part of any shock may be changed or altered in any way, including shock pistons, base valves, shafts, etc. Non-rebuildable shocks may not be dismantled or altered in any way.

- 31) Only OEM parts may be used when rebuilding. Non-rebuildable shocks may not be dismantled or altered in any way. No additional mounting brackets or accessories will be allowed. All shocks must be identifiable with numbers and product name. No heim joints.
- 32) Sway bars must be a maximum of 1 1/4" in diameter and must be original or OEM and stock in appearance. Mounting must be stock style except that a heim link is allowed on the right side.
- 33) All cars must have four working brakes on the car. Disc brakes are allowed. Drilling of rotors is not allowed. Clutch cylinders are allowed. Brake bias controls are not allowed.
- 34) Quick-release steering wheel hubs are allowed, but not mandatory.
- 35) Stock frame rails may be replaced with 2" wide by 3" high tubing from the rearward-most point of the stock front clip. Stock dimensions for the year, make, and model of car must be retained. Reinforcing with tubing and 1/4" plate is allowed to the stock frame.
- 36) A minimum 4" frame-to-track surface clearance is required. Frame height is measured with driver in the driver's seat; the car may not be aided or lifted in any way (no pull); frame heights may be checked at any time during the race meet.
- 37) On coil spring cars, stock front clip may be replaced with completely stock Camaro front clip, except that tubular uppers and outer tie rod ends are allowed. Cars using this configuration must have a minimum 108" wheel base.
- 38) \*\*\* Leaf spring cars must weigh 2,900 lbs, race ready with driver, with a maximum left side percentage of 56%. Coil spring cars must weigh 2,900 lbs, race ready with driver, with a maximum left side percentage of 56%. Cars using front jacking bolts must weight 2,950 lbs. race ready with driver, with a maximum left side percentage of 56%.
- 39) Rear-ends must be either locked or open single-track. Any gear ratio may be used. The rear axles may be replaced on both sides of the car with an aftermarket axle using a larger bearing. The replacement must fit in the original rear-end housing. No ratcheting or torque-sensing devices or clutch packs

allowed.

- 40) Aluminum flywheels and driveshafts are not allowed.
- 41) Lead weights are allowed, but must not be visible from the exterior or interior of the car.
- 42) Only stock production OEM transmissions are allowed and must have three working forward gears and a working reverse gear. Automatic transmissions are not allowed. Transmissions must contain all of the original gears for the unit used.
- 43) Racing fuel is allowed.
- 44) Bumpers must have original-style rounded ends, no cutting allowed.
- 45) Bracing around the radiator and behind the front and rear bumpers is allowed, providing that the bracing is not visible. Bracing behind plastic or rubber bumper covers must be curved or bent on the ends so that no sharp ends may protrude through the covers if hit. Replacement of the grill with screen is allowed.
- 46) Sport Series cars must measure a minimum of 47-inches overall height, as measured from the ground to a point in the center of the roof located twelve inches back from the windshield. Additionally, cars must measure a minimum of 46-inches in height at the top center of the rear window. The rear window height at the top may not drop more than 1" from center to either side. The maximum allowable height of a spoiler is 38" when measured from the ground to the top of the spoiler.

**\*\* NOTICE \*\***

All Sport Series competitors should thoroughly read all other sections of this book, as many of those rules apply to this division.

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## WILDCAT DIVISION GENERAL & TECHNICAL RULES

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All persons must be approved for Wildcat competition by the management of BRMS. Any person may be denied the ability to compete in the Wildcat division -- based solely upon the opinion of the management of BRMS -- based upon the skills and abilities of such a person as they relate to an entry level division of competition.

The management of Beech Ridge Motor Speedway reserves the right to disallow any person from competing in the Wildcat division in the interest of fair competition in an entry level division.

Wildcat competitors must request a number assignment through the general office. Drivers must hold a valid NASCAR license in order to compete.

SPECIAL NOTE: Leaf spring cars (re: Camaro, Firebird, Nova, etc.) are NOT allowed to compete in the Wildcat division.

- 1) All related General, Track, Flag, and Technical rules of this book do apply to the Wildcat division. Please read those sections carefully to become familiar with applicable procedures and guidelines.
- 2) \*\*\* 1988 Monte Carlo Five Star replacement steel bodies are allowed. Fiberglass roofs and hoods are allowed. Aluminum doors are allowed. Spoilers of any kind are not allowed.
- 3) \*\*\* The maximum allowable treadwidth is 64 1/2", center-to-center. Wheel spacers are allowed, 5/8" wheel studs are required if spacers are used.

### Unibody car allowance:

- \* Only 1993 – 2002 Gen4 cars are allowed a maximum 65 1/2" treadwidth, center-to-center. Gen3 cars are allowed a maximum 64 1/2" treadwidth, center-to-center.
  - \* Gen3 and Gen4 cars must weigh 2900 lbs., race ready with driver, with a maximum 53% left side weight.
  - \* Unibody cars are permitted with a minimum 100" wheelbase
  - \* Cars must be 2002 or older models
  - \* Stock 6- or 8-cyl. motors are allowed; turbo or supercharged motors are not allowed
  - \* Cars may use existing Wildcat motor rules including the crate motor option
  - \* 350 automatic transmissions are permitted and must use the Hurst #550-0001 transmission adapter kit.
  - \* These cars are targeted to be required to use the crate motor.
  - \* The rear trunk structure must remain intact to provide structural support, other than to allow fuel cell installation.
  - \* A rear firewall constructed of min. 22-gauge steel must be secured across the rear seat-back deck in the stock location.
  - \* Unibody cars must use the stock sway bar for the year, make & model of car.
- All other Wildcat division rules apply where appropriate and applicable.

- 4) Any coil spring car with 108" or longer wheelbase may be used. No station wagons, pickups, Jeeps, convertibles, T-tops, or sports cars.
- 5) All glass except windshield must be removed and completely cleaned from the vehicle.
- 6) Roll cages are REQUIRED (see specifications on following pages). No additional bracing anywhere of any kind unless specified within these rules. No crash guards on front or rear bumpers.
- 7) Any front and rear bumpers other than stock must be constructed of max. .095 tubular steel 1 3/4" diameter. Stock front and rear bumpers must be reinforced so as to be securely fastened to the vehicle. "Reinforced" means to attach the bumper to the chassis so that it will not be knocked off the car if impacted. Bumpers must be additionally secured to the frame by chain so as to prevent bumpers from falling onto the track surface in the event that they should become dislodged from the vehicle. Aftermarket rubber noses and rear bumper covers are allowed. No trailer hitches.
- 8) With the exception of the inner door, roof and trunk panels, full inner body panels must remain in original position. Sheet metal must cover any other holes in the front firewall. Fiberglass replacement hoods and roofs are allowed. Rear windows are allowed and must be made of a minimum of 1/8" thick polycarbonate material such as Lexan.
- 9) All doors must be chained, bolted, or welded shut.
- 10) The center of the steering wheel must be padded.
- 11) Rear seat shelf must remain as a firestop. Any holes in the seat shelf must be covered with sheet metal. Complete, bumper-to-bumper steel uni-body must be retained. Stock steel unaltered floor

pan, firewalls and rear wheel wells MUST BE RETAINED. Any wheel wells that are badly rusted could be a potential fire hazard, and therefore such wheel wells must be lined with sheet metal. Front fender wells may be removed by unbolting only... cutting is not allowed. Inner hood and trunk panels may be removed. Trunk floor may be removed.

- 12) CARS MUST BE STRICTLY STOCK ASIDE FROM WHAT THESE RULES REQUIRE: No cutting, chopping, channeling, shortening, etc. No holes in the hood. Hood must be kept in place at all times. Body sheet metal must be kept in place at all times. Stock rocker panel must remain in place. All cars must be RACE READY upon arriving at the speedway.

#### ROLL CAGES:

- 1) A roll cage is MANDATORY, and must consist of four uprights joined together at the top, plus an "X" between the rear of the back uprights. Rear support bars are required, running diagonally from each rear upright bar of the cage and may extend to the rear of the frame horns, and may be reinforced between the frame horns. The two front bars must go from the front cage upright bars to the frame at the rear of the front crossmember. Four horizontal bars between the upright bracing on the driver's side are required, and those 4 bars must be bowed outward. There must also be a minimum of 3 horizontal bars - or an "X" -between the upright bracing on the passenger side. A horizontal bar between the two front uprights at dashboard level is required. The inner door panels may be removed to allow for the outward curving of the horizontal door bars if necessary. A front bracing hoop may extend from the front upright bars, through the firewall horizontally above the front clip, and connect to a bar protecting the radiator. The radiator protecting bar may be a maximum of 2" O.D.
- 2) Pipe size used for roll cage must be a minimum of 1-3/4 inches O.D., and a minimum of .095 wall thickness. All pipes in the driver's area must be well padded. The roll cage may not reinforce the body or frame or alter the geometry of the race car -- its sole purpose is to hold the car off the driver in the event that it is overturned.
- 3) The front and rear roll cage hoop must have a minimum height of 38" measured from the top of the frame to the top of the roll cage.
- 4) All pipes must be welded ALL the way around at EVERY joint.
- 5) Cars WITH FRAMES must have the cage welded to the FRAME and NOT to the floorboards.
- 6) Cars WITHOUT FRAMES may use the "Sandwich" method shown in this book when securing the cage inside the car; or vehicles may attach the roll cage uprights to a section of max. 2 1/2" x 2 1/2" or 2"x3" .120 steel tubing. The tubing must be visible inside the cockpit and may not extend more than 2" beyond any upright.

#### ENGINES:

- 1) American made engines only. No V-6 engines. No aluminum or other soft metal blocks or heads allowed. No stroking or destroking permitted. Normal engine balancing will be the only modification to this piece allowed. Cylinder blocks must be stock production with standard external measurements in all respects. Blocks can be dressed. Compression ratio must not exceed 9.5 to 1. Crank shafts must be stock production cast, no aftermarket crank shafts. The maximum cubic inches listed below will be allowed for the following engine makes:

American Motors	360 ci + .040
Chrysler (Dodge, & Plymouth)	360 ci + .040
Ford (Winsor)	351 ci + .040
General Motors	350 ci + .040

- 2) Normal engine balancing for pistons and connecting rods will be defined as follows: The piston or rod in a set of eight having the least stock weight will be used, and the remaining pistons or rods will be matched to it. Pistons must be stock type four valve relief.
- 3) Vortec heads are not allowed, except as comes stock with the crate model motor listed below. All cylinder heads must be cast iron, original equipment manufacture production. The only exceptions to this are noted below. Specifications as follows:

General Motors maximum intake diameter 1.94"; maximum exhaust diameter 1.50"

Chrysler 340 ci motors maximum intake diameter 2.02"; maximum exhaust diameter 1.60"

Chrysler 360 ci motors maximum intake diameter 1.88"; maximum exhaust diameter 1.60"

Ford Winsor motors maximum intake diameter 1.84"; maximum exhaust 1.54"

- 4) Stock 350 engines must have stock 350 heads. Stock 305 engines must have stock 305 heads. All heads must be 1975 or newer. 3/8" screw-in studs, pinned studs, polylock nuts, and push-rod guide

plates are allowed. All General Motors heads must use 1.250" diameter valve springs.

- 5) Stock cast iron intake or the Edelbrock 2101 Performer are allowed. They may not be modified in any manner.

The General Motors sealed crate part # 8895-8602 may be used as an alternative motor and will become the motor of choice in the short-term future. This motor may be used and is subject to +/- weight concessions. The only allowable flywheel replacement for this motor is GM part # 14088646. The timing chain set may be replaced with a double-roller set. A 6" oil pan is allowed.

Carburetors are limited to one stock Rochester or 4412 Holly 500 C.F.M. two barrel. No alterations are allowed except the removal of the choke plate and tower. Epoxies or other devices to alter the flow in the manifold are not allowed. Spacers or high rise manifolds are not allowed. Adapters not exceeding 1 1/8" in height are allowed. Adapters may not be grooved, tapered, or reworked in any manner. Gaskets shall not exceed 1/4" thickness. Carburetor spacer adapter plate must have 1/4" threaded vacuum port to accommodate tech testing.

All engines must use hydraulic lifters (no mushroom types) and a hydraulic lifter camshaft with a maximum lift of .450. The lift will be measured at the valve stem. No gear drive assemblies allowed. Roller lifters are not allowed. Roller rockers are not allowed. Maximum 1:5 rocker arm ratio is allowed.

- 6) Aftermarket aluminum valve covers are not allowed.
- 7) NO HEADERS. Glass pack (cherry bomb) type mufflers are required. Tail pipes must be angled at least 45 degrees toward the ground. Center dump exhaust manifolds are not allowed.
- 8) Starters and alternators must be used and in working order.
- 9) Only stock two-barrel carburetors are allowed. Absolutely no modifications are permitted.
- 10) Ignition- or rev-limiting devices are not allowed.

#### SUSPENSION:

- 1) No modifying of the suspension allowed. NONE.
- 2) Suspension parts must remain absolutely stock, except as allowed for coil springs, for the make and model of car. Non-fixed, non-adjustable spacers are allowed, and must be removable with the spring. The use of spring rubbers is limited to one complete rubber per spring and must be securely attached to the spring. Racing springs are allowed and must fit the original pockets in the original location. Both sides of the car must have the same ride height. Maximum 2 1/2" camber may be added to the right front; maximum negative camber of 1/2" is allowed on the left front. Camber will be measured with a vertical level.
- 3) Shocks must be steel stock mount shocks. No additional mounting brackets or accessories will be allowed. All shocks must be identifiable with numbers and product name. All shocks must have a common retail purchase price of \$90 or less. No heim joints. Shocks may not be take-apart, adjustable or rebuildable. Non-rebuildable shocks may not be dismantled or altered in any way. Bilstein and similar racing/sport shocks are not allowed.
- 4) Sway bars must be a maximum of 1 1/4" in diameter and must be original or OEM and stock in appearance. Mounting must be stock style bolts and may be adjustable in length. NO HEIM JOINTS.
- 5) Lowest point of the chassis allowed is 6", as measured with the driver in the driver's seat. The lowest point of the body panels of the car allowed is 4".
- 6) Front springs are restricted to a min. 700 lb. rating, must be a min. 9 1/2" tall, min. 5" max. 5 1/2" diameter, and have an open pigtail. Digressive or progressive springs of any make are not allowed
- 7) Front and rear shocks must have a min. 2" travel in both directions when stationary, with driver, race ready at the front and rear of the car.
- 8) Lead weights are allowed, but must not be visible from the exterior or interior of the car.
- 9) The maximum allowable deck lid height is 38", as measured at all points across the deck lid.

#### WEIGHTS:

Cars may have a maximum left side weight of 54%, with the driver, race ready. Minimum allowable weight is 2,900 lbs. Gen4 cars must weigh 2950 lbs., race ready with driver, with a maximum 54% left side weight.

#### TIRES & WHEELS:

- 1) Only B.R.M.S. approved tires will be allowed.
- 2) No shaving tire rubber.
- 3) A heavy duty or reinforced wheel is required on the right front of the vehicle, and must not exceed a maximum width of 8". Additionally, heavy duty wheels are allowed on any other tire location of the vehicle, and must not exceed the maximum width of 8", and such heavy duty wheels must have a minimum 3" offset. 1" lug nuts and 5/8" studs are required on the right side. All wheels must weigh a minimum of 20 lbs. No tolerance will be allowed.

#### REAR ENDS & TRANSMISSIONS:

- 1) Only stock rear ends for the make and model car are allowed.
- 2) Transmission must have all gears in working order.
- 3) Automatic transmissions are allowed. Powerglide-type transmissions are not allowed.
- 4) Locked rear-ends are allowed. The rear axles may be replaced on both sides of the car with an aftermarket axle using a larger bearing. The replacement must fit in the original rear-end housing. No ratcheting or torque-sensing devices allowed.
- 5) Maximum final drive gear ratio may not exceed 5.75. Rear ends must not be altered in any way.

#### SAFETY EQUIPMENT:

- 1) The original gas tank must be removed from the original location under the trunk area. All trunk areas must be fully enclosed. An approved racing fuel cell must be used. Fuel cells with vent lines must have a check valve in the vent line. The tank must be centered and securely fastened on all sides with strapping. Angle irons must be welded from frame to frame for safe installation of the fuel cell. A minimum of 10" ground clearance between the bottom of the fuel cell and the race track itself is required. All installations are subject to the Tech Inspector's approval.
- 2) Trunk and hood inner panels may be removed. Trunk and trunk floor may be restructured with the original gauge steel to produce a fully enclosed trunk area.
- 3) Full fire suits, fireproof gloves, and Snell-approved racing helmets are required. Goggles, fire retardant socks & undergarments are suggested as well.

#### SEAT BELTS & SEAT INSTALLATION:

- 1) Racing type seat belts with shoulder harnesses are required. All seat belts must be bolted (NOT spot-welded) to the roll cage. It is recommended that no belts be more than three years old. Seat belts must be quick-release type and capable of withstanding a minimum of a 3,000 lb. body block test. Stock passenger seat belts & shoulder harnesses are NOT ALLOWED.
- 2) Seat belts must be attached at two separate points of the roll cage, equal distances from the center of the seat back and no less than 12 inches apart. An anti-submarine belt is required and must be securely attached to the cage piping under the seat.
- 3) Belts must be attached with bolts a minimum diameter of 3/8". Bolts must be aligned so that the direction of stress will be in a direct line with the pull of the seat belt. If belts are secured to a steel plate attached to the cage, the plate must be a minimum of 1/4" thick. Shoulder straps should be installed so that the direction of pull will be at a 90 degree angle to the back of the seat.
- 4) The original front seat must be replaced with a racing seat. The rear seat must be removed. The racing seat must be bolted or welded solidly to the roll cage. Fiberglass seats must be mounted and sandwich plated with 3"x8"x1/8" plates on seat and seat back. Aluminum seats are optional. Refer to the seat installation guidelines.

#### MISCELLANEOUS RULES & GUIDELINES:

- 1) All cars must be equipped with four working brakes.
- 2) All brakes must be in working order.
- 3) Drive shaft must be painted white.
- 4) Batteries may be relocated directly behind the driver's seat on the floorboard. Batteries must be boxed, metal-strapped, bolted, or otherwise additionally secured to prevent their loss so long as the method does not reinforce any part of the vehicle. Tops of batteries must be covered in a manner that will prevent fill caps from dislodging, even if the battery is under a secured box.
- 5) Cars must have COMPLETE front windshield and without cracks. Windshield may be replaced with a minimum of 1/8" thickness of polycarbonate material such as Lexan. Plexiglass is NOT

allowed. Rear windshields are not allowed.

6) Headlights and taillights must be removed.

7) Antifreeze or any other glycol-based coolants are NOT allowed; ONLY water may be used in radiators.

**\*\* NOTICE \*\***

All Wildcat competitors should thoroughly read all other sections of this book, as many of those rules apply to this division.