

## TECHNICAL RULES FOR STREET STOCK DIVISION

**The Safety Inspector/Tech will decide on rules with assistance from the Rules Committee and/or Board of Directors as needed. Anything not covered in these rules will be considered illegal unless otherwise approved by the Rules Committee and/or Board of Directors.**

THE BOARD OF DIRECTORS HAS THE RIGHT TO INTERPRET AND EXECUTE THE FOLLOWING RULES AS THEY SEE FIT FOR THE GOOD OF THE ASSOCIATION AND RACING IN GENERAL.

IT WILL BE THE CAR OWNER AND/OR DRIVERS' RESPONSIBILITY TO READ AND FOLLOW THE RULES IN THIS BOOK. IF YOU DO NOT UNDERSTAND WHAT IS WRITTEN, PLEASE CONTACT A TRACK OFFICIAL FOR AN EXPLANATION.

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

Formatted: No underline

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

Any car found not to be within the rules may (or may not) be allowed to race that night, it is illegal and shall have one week to repair and get re-inspected before competing again. If it is not repaired, it does not compete.

The rep may pick, at random, at any time, any car for an inspection. This also includes checking the top six in the feature. If car is found to be illegal after the feature, corrective action will be taken, which may result in losing your position.

Formatted: No underline

### 1. ELIGIBLE MODELS

1960 or newer sedans or hardtops. No Cameros, Firebirds, station wagons, convertibles, jeeps, suburbans, vans, pickups, El Caminos, Rancheros or similar vehicles will be allowed. No front wheel or four wheel drives allowed.

### 2. WHEELBASE

108" minimum as listed by the manufacturer. Measured from center of lower ball joint to center of the rear axle. Maximum 1" variance allowed.

### 3. FRAME

- A. Must be stock.
- B. Frame may be reinforced for safety only.
- C. Frames may be X-ed 1 1/4" diameter, minimum .095" thickness. Side rails may be plated where open.
- D. Front cross member must remain stock.
- E. Design may not be altered except frame rails behind rear spring pocket maybe cut and fabricated with 2 x 3 x .095 square tubing.
- F. Unibody cars are okay and may be reinforced, but must retain the full unibody floor structure. Consult the street stock rules committee/rep at the track regarding the special requirements of a unibody type car.

#### 4. ROLL BARS

- A. Four point roll cages are required and must be constructed of a minimum of 1 3/4" X .095" round steel tubing. **Roll cage must be welded to frame and gusseted.**
- B. No cast iron pipe or exhaust tubing. No offset cages.
- C. Two front support bars may extend forward from the cage to the frame.
- D. Rear support bars may extend to the cage in the rear from the frame.
- E. **Roll cage must have one bar side to side at dash level and one bar side to side behind driver's seat at shoulder height.**
- F. Halo bar must have one cross bar running either front to back or diagonal made of 1 3/4" x .095" wall steel round tubing.
- G. There must be a minimum of 3 bars in the driver's door (4 recommended) and 2 bars in the passenger's door. Also need 2 bar's connecting from the lower driver's door bar to the frame.
- H. Steel plate required in the driver's door, mounted on the outside protection bars, but inside of body panel skin. Plate must cover the entire driver's door protection bar area. Minimum 1/8" thickness.
- I. The stock steel door panels must be removed and the door bars and protective plate must fit flush with the outer door skin.
- J. Vent window bars required on both sides. Left vent window bar must be no more than 4" forward of the intersecting point of the left vertical front post and halo hoop, and must be perpendicular to the upper door bar.
- K. A radiator protection bar may be added outside the car body on the bumper and may be constructed of 1 3/4" or smaller tubing and be no wider than the front frame rails and no higher than the hood.
- L. Left foot protection bar mandatory between the main hoop and the frame.

#### 5. SUSPENSION AND STEERING

- A. Steering shaft must have 2 U-joints or be collapsible style.
- B. Only stock design components may be used and all parts must match frame.
- C. Springs must be a minimum of 5" diameter.
- D. Non-adjustable type spring spacers allowed.  
No lowering blocks allowed.  
No screw jack type devices allowed.
- E. Only one (1) shock per wheel mounted in original factory position. Shocks must be steel, stock or O.E.M. type, no heims, adjustable or screw on ends.
- F. Rubber bushing replacement – Stock or neoprene bushings allowed.
- G. No OFFSET OR BEARING TYPE (MONO BALL) ALLOWED.
- H. Leaf spring cars may have non adjustable lowering blocks in stock location. No offset pins.
- I. Front upper control arm may be replaced with complete steel tubular drop-in replacement, one-piece control arm of stock length, plus or minus 1/2" of stock length using stock ball joints. No aluminum components allowed.
- J. Rear control arms must remain stock lengths. No cutting or shortening. No re-drilling holes to alter length. (Metric cars with metric rear ends must follow rear end rule.) May plate to strengthen.
- K. Quick steers not allowed.

Formatted: No underline

Formatted: No underline

Formatted: No underline

Formatted: No underline

Formatted

#### 6. REAR-ENDS:

- A. Must remain stock factory OEM rear-ends to parent manufacturer.
- B. Chevy metric cars may use full size Chevy rear-ends. When installing the full size rear-ends in the metric cars the lower arms may not be cut or altered, the upper arms may be cut and re-welded to 10 1/4", center of hole to center of hole.
- C. Rear-end yolks must remain in a neutral stock position.
- D. All cars may use up to a 1" wheel spacer. When using wheel spacers, wheel studs must be changed to 5/8" thick by 2" in length studs. Exceptions may be approved by Division Rep.

Formatted: No underline

## 7. BODIES

- A. Stock factory steel bodies and aftermarket bodies, nose and tail allowed, plastic fenders allowed. (No fiberglass)
- B. Any body repairs must not alter the stock appearance.
- C. Stock bumpers may be reinforced. **Must have both bumpers to race.** Bumpers must be stock steel. Bumper ends must be bolted or welded to the body (not trimmed or cut) to prevent hooking of another car. Max twin tube front bumpers are permitted, must be 1 3/4"D x .095"T. X as wide as stock bumper.
- D. Exterior rub rails may be added but be no larger than 2"x 1" tubing and the ends must be trimmed and closed off at a 45 degree angle and contain no sharp edges. Rub rails must be securely bolted or welded to the body or roll cage. On doors only, may run lexan rub rail no more than 6" tall and only protruding out 1" from door.
- E. The rear quarter panels behind the wheels may be reinforced with steel tubing, but that reinforcement must be welded to the frame.
- F. Fender edges must be rolled under. No sharp edges.
- G. Stock interior floor must remain in place.
- H. The full stock front firewall must remain in place and any holes must be patched and sealed. If toe plate is removed from the firewall it must be replaced with two (2) bars, 1 1/2 x .095" wall tube.
- I. Floor must remain intact, if your floor is badly rusted or has been removed, you must patch or replace it in a factory-appearing manner with 20 gauge (.0359") thick steel plate.  
Right side of floor may be no higher than the drive shaft tunnel for muffler clearance. (Drive shaft tunnel does not mean transmission bell housing)
- J. Rear fire wall must be installed. There must be a fire wall below rear window with 20 gauge steel.
- K. Trunk floors, inner and outer wheel wells may be removed, must have rear compartment firewall sealed with 20 gauge steel, any part of rear wheel well in front of the rear fire wall must be intact.
- L. All interior sheeting must provide for the easy exit of driver through either side of vehicle.
- M. All cars must have tow hooks front and rear (looped chain okay).
- N. Spoilers may be added but cannot be larger than 6" from base to tip. May not exceed width of trunk lid and no side or sail panels.
- O. Doors must be securely welded or bolted. All rust damage on bottom half of door may be patched with 20-gauge steel and may not exceed bottom of frame rail.
- P. Stock hood and trunk latches must be removed and replaced with hood pins. Back of hood must be completely sealed down. Hood scoops, non-functional only, to be no larger than 2"x 24"x 24". **Must have hood and trunk lid to start each race.**
- Q. No window glass allowed, windscreen covering all of windshield area required. Stainless steel windshield screen is recommended but not mandatory. Windshield screen must be no less than .063" for mesh larger than 1/2" or no less than .035" for 1/2" or smaller mesh (no larger than 1" mesh screen allowed), to cover entire opening with three upright braces top to bottom of 3/8" or larger solid rod. Front screen bars to be one bar in the center of the window and other two bars evenly spaced on either side of the center one or minimum of 3 bars in front of driver's cockpit.
- R. Stock plastic and cast grills must be removed. May be replaced with screen or expanded metal. Stock or after market nose and tail allowed.
- S. All chrome, plastic trim and mirrors must be removed.

Deleted: ¶

Formatted: Font: Not Bold

Formatted: No underline

Formatted: No underline

Formatted: No underline

Formatted: Font: Not Bold

Formatted: Font: Not Bold

## 7. INTERIORS

- A. All flammable materials must be removed.
- B. Dashboards must be removed.
- C. Stock seats must be removed and an after-market aluminum, racing-type safety seat must be installed, as per manufacturer's requirements.
- D. Seats to be mounted to the frame or roll cage.
- E. NO mirrors allowed.

## 8. TRANSMISSION

- A. Stock unaltered automatic transmission and torque converters only.
- B. Torque converter minimum diameter is 10 1/2". **No air cooled torque converter.**
- C. Must match same corporate family as chassis.
- D. Transmission cooler must not be in drivers' compartment.
- E. No lock up converters allowed.

Formatted: No underline

## 9. DRIVE SHAFT

- A. Steel drive shafts only.
- B. A 360 degree steel drive shaft hoop located within the first **6-12"** behind the front U-joint and bolted through the floor is required.
- C. Drive shaft **MUST** be painted white.

## 10. DIFFERENTIAL

- A. Must be in same corporate family as chassis.
- B. Must remain stock, except it may be locked. Posi-traction rears okay.
- C. No aluminum parts.
- D. Racing axles allowed.

## 11. FUEL TANK

- A. Stock tanks must be replaced with an approved racing fuel cell (no bottom draw fuel cell).
  - B. All tanks must be mounted in the trunk area in any location between the rear frame rails of the car.
  - C. Fuel lines may be under the floor with adequate protection.
  - D. If in driver's compartment, fuel line must be run through a continuous piece of metal conduit (no splices) and is sealed at both ends
  - E. Fuel cell must be enclosed in a minimum 22 gauge steel box and strapped with a minimum 1" x 1/8" steel strapping, two straps in each direction.
  - F. Trunk may be removed but, fuel cell must be mounted with at least 2 rails between frame, with 1" x .095 square tubing.
  - G. Minimum clearance to ground is 12" from bottom of tank.
  - H. A fuel cell protection bar must be behind the fuel cell and must be as low as the fuel cell. The bar must be made of at least .065 tubing.
  - I. There is a 22-gallon limit.
  - J. The fuel cell breather or vent must have a one-way check valve to prevent spillage in case of a rollover.
- \*Be sure to check fuel cell gaskets for leaks at least annually.

Formatted: No underline

## 12. WHEELS

- A. All wheels to be steel racing design. Maximum width 8".
- B. All wheels must have oversized racing type 1" steel hex lug nuts.
- C. Spacers allowed. All cars may use up to a 1" wheel spacer. When using wheel spacers, wheel studs must be changed to 1/2" thick by 2" in length studs. Exceptions may be approved by Division Rep.
- E. No dual bolt pattern wheels.
- F. Bead locks, mud plugs and trim rings are allowed on the right rear only.
- G. Zeuss fastened mud covers not allowed.

Formatted: No underline

## 13. BRAKES

- A. All cars shall have stock type unaltered operational brakes on all four wheels.
- B. No brake shut off devices.
- C. No adjustable proportion valves.
- D. One stock type master cylinder.

## 14. TIRES

- A. D.O.T. approved 70, 75 or 78 series tires only. Maximum size L-70 or P255/70.
- B. Original tire size marking must be visible upon inspection.
- C. No truck, snow or aggressive mud tires marketed as LT 70, LT 75 or LT 78, etc.
- D. The racing tires allowed are Good Year tires numbered D3264, D2599, D3268, D2342 or D2345 and Hoosiers 500 or G60
- E. No sipping, shaving, softening, or recaps. Sanding and grooving allowed.

## 15. BATTERY/ELECTRICAL

- A. Battery may be in the trunk between the frame rails.
- B. Battery may be moved to the driver's compartment (but must remain behind the driver's seat, completely enclosed in a marine type battery box or metal box, minimum 20 gauge steel).
- C. Battery box must be securely mounted, positive terminal must be shielded.
- D. Cables must be color-coded as follows: Red + and Black -.
- E. Mandatory ignition switch must be clearly marked on/off and must be in easy reach of the driver.
- F. A battery disconnect switch in car is highly recommended.
- G. Only one 12 volt battery allowed.
- H. Factory type ignition, no Multi-spark discharge or mags. Rev limiters allowed, one chip system only.

## 16. WEIGHTS

Weights to be bolted securely using minimum 2 1/2" bolts and painted white with car number and division on each weight. Loss of weight during a race will be a mechanical black flag and that car will not return for that race. No weights in driver's compartment.

## 17. GENERAL APPEARANCE \*\*

\*\*You will be given one (1) warning to fix numbers deemed not appropriate by the scorers. Failure to make the necessary changes, YOU risk the chance of BEING MIS-SCORED. Any error, due to lack of numbers or unreadable numbers will not be corrected.

Formatted: Font: Bold

Deleted:

- A. Numbers must be at least 16" high and 3" wide and must be on both doors and roof. Number must also be on left front and rear of car 6" high or larger. Letters alone or pictures are not allowed.
- B. Triple digit numbers will not be allowed.
- C. All cars must be neatly painted and lettered.
- D. No spray bomb numbers. Numbers must be in contrasting color. No silver or metallic numbers.

E. Numbers are required on the right front corner of the roof, minimum 16" tall angled toward the passenger's side corner.

F. Officials may disqualify any car that does not project a neat, professional image.

## 18. SAFETY EQUIPMENT

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

Formatted: No underline

Formatted: No underline

A. 5-point racing seat belt harness is required. Seat belts must not be more than 3 years older than stamp date on belt.

B. 3" lap and shoulder harness and a 2" crotch strap are required.

C. The seat belt should be mounted to the roll cage at a 45 degree angle to the floor. It is MANDATORY that seat and belts be mounted to the cage. (Not to the frame or to the floor).

D. The shoulder belt must be mounted with or slightly below the driver's shoulders. At no time should the shoulder belts wrap around the top of the driver's shoulders and mount to the floor or cage.

E. Only aluminum racing seats will be allowed

F. Drivers must wear an approved helmet and goggles or shield at all times.

A Snell SA2000 or newer helmet is required.

Formatted: No underline

A full face helmet is required.

G. SFI-approved driver's suit is required.

H. Full shoes required. Nomex-type suggested.

I. Neck braces and gloves are required. In place of neck brace, an inspector approved head and neck restraint safety device may be used.

J. A properly mounted fire extinguisher with metal mounts, not plastic mounts or tape, may be installed within easy reach of the driver.

K. Window net is mandatory in driver's side. It is suggested a large-type mesh be used. Net should release from the top front corner with an inspector approved quick release mechanism and drop downward.

Deleted: drivers

L. All cars required to have adequate roll bar padding, no pipe insulation allowed and an approved fan shroud.

M. Two throttle return springs are mandatory on carburetor and must be attached using mounting brackets,

Deleted: .

N. No plastic tank radiator.

## 19. CLAIM ENGINE

A. Must be on the same corporate family as the chassis.

B. Motor mounts may be welded AND MUST be in original position.

C. Engines may be chained or strapped to restrict movement.

D. Must be stock appearing. No external modifications allowed.

E. Engines must be able to be used in a conventional passenger car without alteration.

F. Castings must not be changed.

G. No machine work on outside of engine.

I. Cast iron intakes and exhaust only.

J. Oil accumulators may be used, must be safely mounted. (Mounting subject to track tech approval)

K. NO ALUMINUM HEADS OR ALUMINUM ENGINE BLOCKS.

L. No electric fuel pumps or belt drive pumps.

M. Fuel pump must remain in front of cross member or in stock location.

N. Single OEM carburetor (two or four barrel) allowed. Quadra jet and Holley 4412 allowed unaltered. (No Holley 4 Barrel allowed.) Holley 4412 carburetor rules:

1. Carburetor Body – No polishing, grinding, or drilling permitted.

2. The choke may be removed

3. The choke horn may not be removed

4. The boosters may not be changed. The size or shape must not be altered. Boosters may not be tapered. Height must remain standard.
5. Venturi area must not be altered. Casting ring must remain.
6. Base Plate must not be altered.
7. Butterflies must not be thinned or tapered. Retaining screws may not be altered.
8. Throttle shafts must not be thinned.
9. Only metering block 134-137 is permitted. Adjustable metering blocks are prohibited. Metering block must not be altered.
10. Holley 4412 adapter plate maximum height 1 1/4" with gaskets
11. Two throttle return springs are mandatory on carburetor and must be attached using mounting brackets.
12. One stock carburetor gasket is allowed.
13. One 1" adaptor with 1 paper gasket on each top & bottom not to exceed 1 1/4" is allowed on 2 barrel

Deleted: .

#### ENGINE EXCHANGE CLAIM PROCEDURE

1. \$450 cash on engine exchange claim. \$50 cash goes to wrecker for pulling engines out of both cars. The driver being claimed has the right to choose or refuse all claims.
2. Claim does not include: flex plate, carburetor, starter, motor mounts, sending units and switches for oil pressure and water temperature, fan and pulleys, dip stick, water and fuel pump, distributor and wires, thermostat and housing, exhaust manifolds and breathers.
3. First four position finishers (whether running or not) are subject to engine exchange claim by any other driver finishing fifth and lower in the feature and still running competitively at the end of the feature which is defined as running on the lead lap. Drivers that pull into claim area will pull a number from the hat to determine which engine they claim. Fifth finisher will pull first and on.
4. The driver making the claim must drive his race car under its own power, directly to the claim area after the feature and must make a claim or lose all money and points for the night.
5. All drivers must stay **in** their cars in the claiming area.
6. Claims must be made within 5 minutes of the end of the feature race.
7. Claims must be made to a track official and \$450 cash must be paid upon declaration of intention to claim in the infield.
8. Only the driver may claim the engine, and only the driver may agree to exchange or refuse the engine exchange. Only the driver is allowed in the claim area.
9. Driver making claim must go directly to claim area. He/she must not leave the track surface, stop his/her vehicle or consult with anyone else. One cool down lap is allowed.
10. The top 4 drivers must proceed directly to the claim area. One cool down lap is allowed. Drivers must remain in the claim area with his/her car with the engine shut off or until directed otherwise by the track official.
11. If any of the top 4 finishers leave the track with out going directly to the claim area, this car and driver will be treated as a refusal to exchange.
12. First exchange or no exchange by driver being claimed is binding.
13. All claimed engines must be removed from the car at the track. Once removal has begun, the exchange is final.
14. Any sabotage to the claimed engine will result in saboteurs' being fined a \$500 cash fine to be paid to the track and is suspended track competition at all cooperating tracks until the fine is paid.
15. Any driver using device which is intended to deceive other drivers including devices that squirt oil into or on to the engine which gives the outward appearance of a blown engine will result in the forfeit of all money and trophy earned in the event, loss of all track points, a \$300 cash fine is paid to the track, and suspended from all cooperating tracks until the fine is paid.
16. No driver may claim any other driver more than once during the current calendar year.
17. No driver may claim/or tear down more than two engines per year. Must compete 3 consecutive nights in that division before they are eligible to claim.

## **19B. OPTIONAL TEAR DOWN ENGINE**

A. American made production V-8 engine blocks only. Must be production cast iron block with standard external measurements in all respects with the exception of the permissible .060 over bore maximum. No aluminum, Bowtie, Rocket, SVO, 'X' or 'R' blocks allowed. No removing of casting numbers. No grinding or lightening.

B. O.E.M. stock production crankshafts, or after market crankshaft may be used. All cranks must weigh a minimum of 50 lbs. Must have stock stroke for the block being used. Must remain unaltered except for balancing. No knife edging allowed.

C. Forged connecting rods only. Must remain stock length for the block being used. No H-beam, titanium or aluminum rods.

D. Any flat top or reverse dome piston may be used as long as it has the stock wrist pin height for the engine being used. Valve relief may be cut into the piston. No portion of the piston may protrude above the top of the block.

E. Any Hydraulic or flat tappet steel camshaft with a maximum of .500 lift measured at the retainer. Stock diameter tappets only. No mushroom or roller tappets allowed. No stud girdles or rev kits. Standard timing chain only - no gear drive or belt drives will be allowed. Roller rockers or roller tipped rockers allowed. No shaft rockers.

F. Only stock, cast iron head or SR Torquer Nos. 4266B, 4267B, 4360, 4361 can be used. No Dart, Bowtie, Camel Hump, angle plug, SVO, W2, GT40 cylinder heads will be allowed. . Only two valves and one spark plug per cylinder. No titanium parts in the valve train allowed. Intake and exhaust ports must be in the original "as cast" configuration. Any evidence of any sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, alteration to the original form or the addition of material to the ports or combustion chambers is strictly forbidden. No external sanding, grinding or removal of I.D. numbers or symbols. Valves must be stock production size and in stock location. Small block Chevy maximum valve size is 2.02" intake and 1.60" exhaust, measured across the face of the valve, except Vortec heads may only use 062 and 906 castings with 1.94 intake and 1.5 exhaust valves. Stock production valve spring diameter for heads used only. Screw in studs and guide plates allowed. Minor relieving for push rod clearance. No chemical or ceramic work allowed in internal areas of intake or heads.

G. Oil pump must remain in stock location. No dry sumps or external oil pumps allowed. After market oil pans and breathers are allowed.

H. Engines without Vortec heads must run stock production unaltered cast iron intakes. Engines with Vortec heads may run stock production unaltered cast iron intakes or Edelbrock 7116 aluminum intake. No marine intakes allowed.

I. Stock unaltered cast iron exhaust manifolds only. Exhaust must exit under car, behind driver and be angled down. Mufflers are mandatory.

J. One unaltered 4412 two barrel carburetor only. Maximum spacer height 1 ¼" including gaskets. No throttle cables allowed, must be mechanical linkage. Toe strap on gas pedal required.

K. After market aluminum water pump.

L. No traction control devices allowed.

### **ENGINE TEAR DOWN PROCEDURE**

1. \$450 cash on engine tear down. \$50 cash goes to club for equipment use. The driver being torn down has the right to choose or refuse all tear downs. Same fines as refusing claim see 19c.
2. First four position finishers (whether running or not) are subject to engine tear down by any other driver finishing fifth and lower in the feature and still running competitively at the end of the feature which is defined as running on the lead lap. Drivers that pull into claim area will pull a number from the hat to determine which engine is to be torn down. Fifth finisher will pull first and on.

3. The driver making the tear down must drive his race car under its own power, directly to the claim area after the feature and must make a protest or lose all money and points for the night.
4. All drivers must stay in their cars in the claiming area.
5. Protest must be made within 5 minutes of the end of the feature race.
6. Engine protest must be made to a track official and \$450 cash must be paid upon declaration of intention to tear down engine. Must show membership card with money.
7. Only the driver may protest the engine, and only the driver may accept or decline tear down. Only the driver is allowed in the claim area.
8. Driver making protest must go directly to claim area. Driver must not leave the track surface, stop their vehicle or consult with anyone else. One cool down lap is allowed.
9. The top 4 drivers must proceed directly to the claim area. One cool down lap is allowed. Drivers must remain in the claim area with their car with the engine shut off or until directed otherwise by the track official.
10. If any of the top 4 finishers leave the track with out going directly to the claim area, this car and driver will be treated as a refusal to tear down.
12. All protested engines must be removed from the car at the track. Once removal has begun, the tear down is final.
13. No driver may tear down any other driver more than once during the current calendar year.
14. No driver may claim/or tear down more than two engines per year. Must compete 3 consecutive nights in that division to be eligible to claim or tear down.

#### 19C. PENALTIES FOR REFUSUAL OF CLAIM OR TEAR DOWN

- A. First refusal to sell, swap or tear down will result in forfeiture of all cash and contingency winnings for that evening.

Any trophy earned in the feature plus all track points for the night will be lost.

First refusal to sell will result in the driver being fined \$500 and suspended from competition at all cooperating tracks until such fine has been paid.

**Deleted:** 4

- B. Second and any further refusal to sell, swap or tear down there after will result in the driver being fined \$700 and suspended from competition at all cooperating tracks until such fine has been paid.

**Deleted:** sequential

**Deleted:** to sell

Any driver refusing to sell, swap or tear down the engine when claimed within the rules and regardless of reinstatement within the track forfeits his right to claim for the rest of the season at the track where the denial was made.

**Deleted:** until their 3<sup>rd</sup> straight night of racing from their date of reinstatement.¶

**Formatted:** Font: Not Bold

**Formatted:** Font: Not Bold