



2016 BAER FIELD MOTORSPORTS PARK RULES & PROCEDURES

--- Revised on March 28,
2016

GUIDELINES & PROCEDURES

I - General Rules for BAER FIELD Motorsports Park

A. Basic Rules

1. Upon admittance to a restricted area, all participants must conduct themselves in a manner not detrimental to open wheel racing. Profanity in front of race fans, officials, management, profane signs or writing on cars, etc., will not be tolerated and may subject the offending party to penalties. Conduct in Social Media deemed detrimental to the BAER FIELD Motorsports Park (BFMSP) its sponsors may subject the driver or team to sanctions. UNSPORTSMANLIKE CONDUCT AND/OR CONDUCT DETRIMENTAL TO THE SPORT OF AUTO RACING WILL NOT BE TOLERATED.
2. General appearance of drivers and crews must be neat and clean looking.
3. A competitor that stops his or her car on the track to argue or discuss an incident with the starter or other BFMSP officials may be subject to penalties.
4. Verbal or physical abuse of BFMSP officials, including improper language or actions will result in sanctions from BFMSP.
5. Fighting will not be tolerated. Owner will be held responsible for the conduct of all persons connected with their car, and violations will be dealt with accordingly. Any person from a crew, including the driver, going to another pit area where any altercation erupts, will be considered at fault and will be subject to penalties.
6. Any driver who, in the judgment of BFMSP officials, engages in rough driving, deliberately running into, blocking or swerving in front of another car - may be subject to penalties. Any car intentionally blocking the track will subject the owner and driver to immediate and indefinite suspension from the series.
7. Any driver who intentionally causes a caution condition, without safety being an issue, by stopping, spinning, or any other action, is subject to two (2)-lap penalty.
8. License, posting of bond, fines, and/or loss of points. A suspension may be for a determined period of time, number of events, or remainder of a season.

B. License Fees

1. In order to compete in any BFMSP event for points awards or specified additional awards, drivers and car owners must purchase a BFMSP license. An owner/driver must register a number with the track. Any licensee who permits another person to use his or her license or pit entry card will be subject to penalties.

C. Racing Rules

1. There is no entry fee for a 'Hot 6' weekly racing program.
2. When supplied, teams are required to use uniform patches and car stickers in their designated and mandated position. Failure to do so may result in a minimum penalty of 25% of their purse for that event. Teams must also leave the top of the roof, front portion of the drivers door and lower part of B-Pillars clear for use by BFMSP sponsors decal stickers.
3. Normal BFMSP programs will consist of practice, qualifications, qualifier heat races, possible last chance race(s) and a feature. Final session practice times may be used for qualification purposes should unforeseen circumstance dictate the necessity during the event. Final session practice times may be scheduled in advance to replace traditional qualifying.
6. Individual track promoters will have the option to add additional starters to the feature race. These starters will be added to the feature lineup according to the qualifying times, series points or last chance race. These may be done at a reduced pay amount.
7. In the event that all cars qualifying for the event will make the event, the entire feature line-up will be by qualifications with the announced inversion.
8. If the determination is made to start all cars (per division), above the previously announced number of starters, the field will be set on time with the appropriate inversion. For payoff purposes, the additional starters (at the reduced amount) will be the 2 slowest cars that aren't the 2 highest in points in qualifying positions 21 and slower.
9. A driver may qualify only one (1) car, and a car may be qualified only one (1) time for a race program. If a car is scratched following a successful qualifying attempt, a driver may qualify another car, provided that car has not yet qualified.
10. A driver, with his car, must either practice or qualify, to be eligible to start the feature. The only exception is with prior approval.
11. All driver changes must be reported to a BFMSP official prior to the race involved being called to the track. Any driver change within the top 20 prior to start will result in that

car starting 20th.

12. No team may use a points-based starting position if they do not have a car in the pit area that is capable of competing.
13. Lineups for races will be posted in a conspicuous location. It is the responsibility of the driver to check his or her starting position and be ready to race when called for an event. Cars not ready to race may be placed at the rear of the starting lineup or disqualified from the event.
14. The starter may start any event whether all cars called are ready or not.
15. Any car that loses a wheel, has a hood or trunk lid come off or open, or is observed dragging dangerous parts, or dropping any fluid, is subject to disqualification at the discretion of BFMSF officials.
16. Driver must remain with any disabled car to assist track removal.
17. BFMSF Officials may alter the rules or procedures at any time in the interest of fairness and/or safety.

II - COMPETITION RULES

A. Finishing Positions

1. Finishing positions will be determined according to the most laps completed in the least time, regardless of whether the car is running.

B. Finishing Position Protest

1. Protests to finishing positions in any race must be made within fifteen (15) minutes after the unofficial results are posted. Such protests must be in writing and must be given to the BFMSF Race Director.
2. Scoring re-check decisions are final, and cannot be appealed or litigated.

C. Inspections, Mechanical Protest

1. BFMSF officials may require an inspection of any vehicle at any time. Vehicles placing in the first five positions must present themselves at the inspection station immediately after the conclusion of the feature race for such inspection and must not work on the car in any fashion until told to do so by a BFMSF technical official.
2. A competitor must take whatever steps are required, including a complete tear down of the car, as requested by BFMSF officials to facilitate inspection of the car.
3. Failure to present a car for inspection when requested to do so, or refusal to take steps requested by BFMSF officials, will be considered an admission of guilt and will be grounds for disqualification.

D. Common Technical Rules

1. Spec Fuel or Fuel Standards may be announced at a later date.
2. Bleeders are not allowed. Use of tire softening or altering agents is not permitted. Use of such substances will result in immediate disqualification.
3. Vehicles must have four (4)-wheel hydraulic brakes.
4. No traction control devices, electronic or otherwise, will be permitted. Use of traction control will be cause for immediate disqualification and suspension from future BFMSF events. No driver adjustments other than brake
5. No Tungsten or similar weight allowed!
- 6.. Data Acquisition is not legal on officially recognized race day

E. Penalties

1. Penalties for violations of the rules are determined by the gravity of the violation and/or its effects on fairness of competition. They may also be weighted as to discourage future infractions of a similar nature. Penalties may include, but are not limited to, lap penalties, position penalties, disqualification, suspension of

F. Eligible Owners & Point Standings

1. Separate owner and drivers point standings will be kept for the sole purpose of determining a different driver's champion, if necessary.
2. 2016 contingency awards will be paid based on final owners point standings. Driver's standings will be kept for media and statistical purposes only.
3. Only legitimately earned points will be kept for car owners. Efforts to circumvent the rules of car ownership will not be rewarded or tolerated. A legitimate effort is defined as being represented by the normal driver of that team or a different driver with a car previously ran by that team. (A team will NOT be able to put their number on another car without utilizing their regular driver) Once teams enter the gates of an event, an owner may use another team's car in the starting field and earn owners points only if his normal driver drives the car.
4. All teams who enter a car and present it for competition, but fail to make a qualifying attempt will receive 25 points for their participation.
5. Points for qualifying results and heat race results will only go to the top five in each event. 1st-10, 2nd-9, 3rd-8, 4th-7, 5th-6, 6th-5 , 7th-4 , 8th-3 9th-2 10th-1
6. Points for the feature results will be awarded in the following manner: 1st-200, 2nd-195, 3rd-190, 4th-185 with a five (5)-point drop per position to 20th where any finishers beyond 20th will receive 100 points. The first car to not make the feature based on last chance race results or qualifying, will receive 95 points and each car beyond that five less points for each position.
7. Any tie in the final point standings of any award will be broke by the highest number of wins, and if still tied, by the highest number of second place finishes, and so on, until the tie is broken.
8. Select points-earning events may be run for "Participation Points Only."
9. In the event of a rain out or unforeseen circumstances, 25 "Show-Up" points will be awarded to all teams on the grounds for their participation for those who have not qualified for the division.

G. Rookie Eligibility (Per division)

1. Drivers can apply for rookie status if they meet all necessary requirements as determined by BFMSF officials and based on each division.
2. A driver who has competed in a 'higher level' touring series is not eligible for rookie status in any division.
3. All rookie drivers must register and be approved by BFMSF .

H. Practice & Testing Guidelines

1.. Testing may only be done in approved and designated BFMSF practice and/or scheduled test and tune days.

I. Number Distribution

1. All numbers will be secured on first come basis with submission of the BFMSF Membership form and fee. No duplicate numbers. After sending in your paid membership you must call the office at (260) 668-4912 to confirm your number. Number must be on racecar day of race and be legible. Numbers must be 24 inches high and three (3) inches wide on doors and roof. A six (6) inch high number must be placed in the upper corner of the roof on the passenger side.

2. After the first race, duplicate numbers issues will be resolved with the order of membership received. Letter designations will be allowed on temporary basis.

III - FLAG RULES

A. Green Flag

1. At the beginning of each race, when the green flag is displayed, the track is "green all over" and all cars may commence racing at that time. On starts and restarts, a driver must stay in their lane until reaching the finish line.

B. Yellow Flag

1. The yellow flag and lights signify caution, and will be displayed immediately upon a decision by the starter and/or race director that a cause for such action exists.

2. After the yellow flag and lights are displayed, all cars must immediately slow to a reasonable speed and hold position until such time as the green flag is displayed or the red flag is displayed. Racing back to the line under caution will not be tolerated.

3. A pace car will likely be used at the start of each event and during caution laps. No car may pass the pace car unless directed to do so by a BFMSF official.

4. Pit crews or officials may not service a disabled or damaged car on the racing surface during a caution flag period.

5. Cars which leave the lineup and pit during a caution flag period, and return during a caution period, will rejoin the lineup at the tail of the field.

C. Red Flag

1. The red flag and lights mean, in the opinion of officials, a situation exists requiring that the race be stopped immediately regardless of position of cars on the track.

2. Pit crews may not service disabled or damaged cars on the racing surface during a red flag period.

3. Cars that pit during the red flag period must return to the tail of the field.

D. Black Flag

1. The black flag is a consultation flag, and indicates that a driver must take his or her car to the pits immediately for consultation with a BFMSF official. Scoring will stop on a car which is black flagged until the situation is rectified. Any driver who fails to heed the black flag after it has been displayed twice will lose two laps for every lap run from that point on. Any driver repeatedly ignoring the black flag may face suspension.

E. Layover Flag (Blue with diagonal stripe)

1. The flag is a courtesy flag, and is displayed to indicate to drivers that they are being lapped by faster cars. It will be used at the discretion of BFMSF officials.

F. Crossed Flags

1. When any two flags are crossed and displayed by the starter, it signals drivers that the leader has completed half the distance of the race.

G. White Flag

1. When this flag is displayed, it signals drivers that the leader has begun his or her last lap. If a yellow or red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart.

H. Checkered Flag

1. When this flag is displayed, it signals drivers that the race has been completed. After the checkered flag is displayed to the leader, the balance of the field will receive the checkered flag in the same lap.

IV - OFFICIAL DECISIONS

1. Any situation not specifically covered in these rules will be acted upon by BFMSF at the time, whose decision will be final and binding on all participants.

2. Any disagreement over technical questions or operations will be resolved by BFMSF. When their decision is made, such decision is final and binding.

3. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added to at the discretion of BFMSF.

4. Officials may use weight penalties for any infractions of these rules in an effort to make a car eligible to compete.

5. At certain events, to encourage participation of local competitors, BFMSF officials may alter the rules for those cars, to try and create a level playing field for cars that might fall outside of the normal rules. BFMSF Officials decisions are final.

6. In the event of an excessive number of caution laps, BFMSF officials may alter the weight requirement for fuel burn-off.

V - SAFETY

1. Approved seat belts and double shoulder harness will be required, no older than five (5) years. A crotch strap will be required. Sternum strap recommended.

2. A capable form of head & neck restraint must be used. A strap-type neck restraint is mandatory. Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.

3. Helmet must be 2005 Snell standard or better and have sticker visible for inspection. Full-face helmets required.

4. Approved, clean full driving suit and gloves for fire protection are mandatory.

5. Cars must have a working fire suppression system (preferred) or, at minimum, a driver accessible fire extinguisher. Gauges for extinguishers must be easily visible for inspection.

6. Side plate for driver's door will be mandatory. Must be 12 inches (12") high post to-post, 1/16" minimum thickness steel or and must be fastened with a minimum of six (6) half-inch bolts or securely welded to BFMSPP approval.

7. Driver's window must be equipped with safety net with quick release-latch. String window nets will not be permitted. The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight.

8. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
9. All lead weights must be painted white, with the car number painted on each individual piece and be visible from the top. All lead weights must be securely fastened. No lead weights will be permitted in driver's compartment. Any lost weight may result in a \$10 per pound fine. No Tungsten or similar weight allowed!
10. All competing teams must possess a minimum 10 lb. Aluminum working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher.
11. A main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews. It must be located on the dash in the center in clear view, or must be mounted on roll bar behind driver within reach of window. "On" and "Off" switch must be clearly marked.
12. Numbers must be a minimum of 24" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield.
13. Roll cage must be constructed of 1 3/4" OD round steel tubing with a minimum wall thickness of .090". Three inches (3") maximum gussets measured diagonally must be welded in main roll cage area where a 90 degree angle exists or where the roll cage meets the main frame rails. The main frame rails / bolt-on clips must be steel from radiator area to behind the fuel cell.
14. No part of any cooling system may be located in driver's compartment
15. Batteries must be securely fastened and mounted outside of driver's compartment.
16. All cars must have an OBERG Vacuum Style (preferred) or ball valve type fuel shut off placed at the point the fuel exits the cell. This is to stop the flow of fuel to a damaged line or pump.
17. A driver that stops on the track should not get out of their car until safety crews arrive, unless a dangerous situation with fire exists.

VI - SUBSTANCE ABUSE POLICY

A. Definition

1. Illegal drugs or substances are those substances defined and prohibited by local, state, and/or Federal laws.

B. General Prohibition

1. Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form by any participant in BFMSP in any area considered to be used in the operation of the event, including but not limited to parking lots, office areas, etc. All crew members and drivers are prohibited from being under the influence of alcohol during an event's scheduled activities.

C. Violations and Penalties

1. Any person found to be in possession of or under the influence of an illegal drug or drug substance on a host track's property, as defined above, or any person who is arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substances, or any person who is formally charged by a court of law with illegal drug violations, may be subject to penalties by BFMSP as follows:
 - a. Suspension from competition and eviction from host track property and denial of further entry to the host track for any BFMSP event for a period of time to be determined by BFMSP officials.
 - b. In the case of formal charges being filed in a court of law, upon notification to BFMSP officials by the agency involved, the participant may be suspended from all forms of participation in any BFMSP event until such time as the charges are fully adjudicated through the legal process.
 - c. In the case of a conviction by process of law, the participant may be prohibited from participating in any BFMSP events for a minimum period of one (1) year from date of conviction.

D. Appeal and Hearing

1. Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by BFMSP, provided the suspended participant requests such a hearing, in writing, within fourteen (14) calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request if a hearing is desired.

E. Reinstatement

1. A participant suspended for violations of these rules, except in the case of persons charged with selling illegal drugs or drug substances, may, as the result of a decision reached through the hearing process, be reinstated if it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed with the state, certifying that he or she is illegal drug independent, as a result of random and periodic examinations and urinalysis testing made at the request of ICAR officials.

F. Prescribed Drugs

1. If a participant is using prescription drugs on the advice of a physician, such use must be reported to the ICAR director of competition prior to the participant's entry into series activities. Failure to notify will subject the participant to penalties as described in this section.

VII - UPON ARRIVAL AT THE TRACK

1. Drivers must register **BEFORE** practicing.
2. All cars must go through Tech Inspection immediately upon arrival at the track and **BEFORE** practicing. Unless directed otherwise by a BFMSP official
3. Registration will be **CLOSED** during practice, qualifying, and racing.
4. Drivers shall be a minimum of 16 years old. (Tracks may allow drivers younger with special permission by BFMSP senior officials only)
5. A Driver's pit is his domain.
6. All discussions are to be conducted in a Professional manner.
7. **Owners are responsible for the conduct of their driver, crew, family, and friends.**
8. Fast qualifier will draw an 8, 10, or 12 for invert for all divisions.
9. **DO NOT** speed in the Pits. Drive slow and safely.
10. Any teams without radios **MUST** have an "X" on the rear panel.
11. **ALL rookies MUST have an orange Stripe on the rear panel. Or 1.5 seconds off fast time**

VIII - TIRE INFORMATION

1. Hoosier Racing Tires is the Official Tire of BFMSP. No softening or grooving of tires allowed. No recaps allowed. BFMSP officials reserve the right to durometer or break down tires at any time. Soaking of tires is strictly prohibited. Penalty...loss of purse and points, five (5) race suspension, \$1,000 fine. This rule applies to all tires in the pits, on the car, in the trailer or hauler, all tires!
2. New tires can only be purchased at the track or from Ft Wayne Oval Track Supply
3. Racers will be allowed to purchase 4 new tires The tire you qualify on you run on.

4. All new tires must be purchased must be run in designated hot laps. (No stickers for qualifying or racing.) if you have stickers only 1 lap
5. Flat tires will be patch no new tires .crash tire will be old ones
6. In the event of a cut or flat spotted tire BFMSP officials will rule on replacement.
7. You must race on the tires you qualified on.

IX - ON THE TRACK

1. The Flagman will wave the white flag, on starts and restarts, when there is one more lap until green.
2. When the green flag waves, on starts and restarts, the track is green everywhere.
3. All starts and restarts are. Decisions of the Series Officials are final.
4. All restarts will double file..
5. Lap cars be courteous, watch the flagman, he will try to warn you of cars coming up on you. Once lapped twice (2) BFMSP officials have the option to Black Flag you.
6. No racing back to the Flag under yellow. Scoring will revert back to the last completed lap. (Exception: After the white flag has been given.) Under yellow stay in SINGLE FILE, no matter if you feel you are in the wrong position. Let the Track Officials put you in the proper order. Decisions of Series Officials are FINAL.
7. If you bring out the Black Flag, please exit the track as quickly and safely as possible. You are not being scored on any further laps.
8. No cars will enter the race track after the green flag is waved. (This rule may be changed at the discretion of the host track)
9. After entering the race track, any car having to go to the pits will restart at the tail.
10. Race Officials may attend to your racecar under the yellow without you losing your spot.
11. When the RED FLAG is waved, it is red all over the track, slow and STOPS as quickly and as safely as you can and REMAINS STOPPED until instructed to proceed..
12. Following the Checkered Flag, the top FIVE (5) finishers must stop at the finish line for Post-Race Ceremonies and Interviews, and then proceed directly to Tech.
13. Series Officials reserve the right to randomly send any car to tech at anytime .
14. Driver will have the race receivers on him when car is on track and on if at any time that you don't have it you will be black flagged.



2016 MODIFIEDS RULEBOOK

NOTE: BFMSP DOES NOT EXPRESS OR IMPLIES ANY WARRANTY OF SAFETY RESULTING FROM THE PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THESE RULES ARE INTENDED AS A GUIDE TO CONDUCT THIS SPORT AND ARE NOT IN ANY WAY A GUARANTEE AGAINST INJURY OR DEATH TO ANY PARTICIPANT, SPECTATOR, OR OFFICIAL.

THE ABSENCE OF A PARTICULAR RULE DOES NOT NECESSARILY MEAN ITS APPROVAL!

**ANY INFRACTIONS OF THE RULES MAY RESULT IN NOT BEING ABLE TO RACE
SERIES OFFICIALS HAVE FINAL DECISION IN ALL RULINGS! KNOW THE RULES BEFORE YOU GET TO THE TRACK**

1. SAFETY EQUIPMENT:

SFI rated helmet required. Roll bar padding required in driver's compartment (**FIRE RETARDANT HIGHLY RECOMMENDED**) SFI full fire suit required. Fire retardant neck brace, gloves and shoes required. **HEAD AND NECK RESTRAINTS ARE MANDATORY NO NECK COLLARS.(NECK COLLARS ARE NOT A HEAD AND NECK RESTRAINTS) (COLLAPSIBLE STEERING SHAFT; HIGHLY RECOMMENDED)** Driver side window net required, MUST be mounted so that the latch is at the top front of window. Minimum three inch wide, five point safety belt assemblies required, must be mounted securely to the roll cage. (**HIGHLY RECOMMENDED NOT TO BE MORE THAN FOUR (4) YEARS OLD**). Fire Bottle system required (**HIGH RECOMMENDED NOT TO BE OVER FOUR (4) YEARS OLD**). (**A SEPARATE, HEAT ACTIVATED, FIRE BOTTLE ON THE FUEL CELL IS HIGHLY RECOMMENDED**) Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'. Must run a fuel shut off at fuel tank.

2. FRAME:

1964 or newer OEM perimeter American made rear wheel drive passenger car frame only. (*Reproduction 68-72 Chevelle frames are approved*). No sports car frames. 2002 & up Ford Crown Vic or similar frames are allowed. Strut front suspension of any kind allowed must add 50 lbs. No tube clips allowed. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Minimum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width, front and rear, shall not exceed 78 inches from outside of tire, to outside of tire. No part of body shall be lower than 4 inches from ground, except the front cross member, in race trim. (with driver in car) **** THIS MAY BE CHECKED AT ANY TIME INCLUDING VICTORY LANE.**
Exceptions: Weight jack in original center line of spring tower; frame may be cut a maximum 36 inches forward from center of rear housing; horns may be removed in front of steering box; front cross member may be notched and boxed for radiator and/or steering clearance; maximum 7 inch wide opening in side of spring tower for spring removal. OEM upper A mounts may be replaced with aftermarket mounts. Maximum 4 inch wide by 4 inch tall frame stiffener may be welded directly to outside of left OEM frame rail. Left side OEM frame rail may be notched for seat and foot clearance. Right side frame must have top and bottom of frame no holes in rails.

3. ROLL CAGE:

Maximum 4 inch wide by 4 inch tall frame stiffener may be welded directly to outside of left OEM frame rail. Left side OEM frame rail may be notched for seat and foot clearance Must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with a minimum wall thickness of .095 inch for the main cage. Frame mounted in at least 6 places, low carbon or mild steel recommended. Must consist of a configuration of front, rear, and top hoops connected by tubing on the sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum 1 cross bar in top halo. Foot protection bar(s) required. Main cage no further forward than rear of engine. All bars forward of the cage must be lower than the hood. **"X" OR "Z" BAR BEHIND DRIVERS HEAD.**

4. DOOR BARS:

All driver side door bars and uprights must be a minimum 1.75 inch and .095 inch wall thickness. Minimum 4 driver side door bars, parallel to the ground and perpendicular to the driver, and welded to the front and rear roll cage. Passenger side must have at least 1 cross door bar, horizontal or angled, and 1 top door bar, minimum 1.5 inch O.D. Steel door plate, 16 gauge (.065) minimum thickness, must be securely welded to outside of the driver side door bars and cover the area from top door bar to bottom door bar and from rear hoop down post to front cage down post.

5. BODY: (See Diagram)

Must be same width, front to rear, and parallel to the OEM frame. Engine compartment must remain open on both sides. Hood must be enclosed at rear. No panel in front of right door to engine compartment. No inner panels. Must have front windshield support and rear window support posts. Driver and passenger side windows must have at least **12" X 18"** opening (*height and width*), measured at center of window, between lowest points at top of window, whether roof or roll cage, and the highest point at bottom of window, whether interior or body... No full windshields. **ROOFS MUST BE FIBERGLASS OR ALUM (NO CARBON FIBER) FULL SIZE, ROUNDED AND STOCK APPEARING (NO FLAT ROOFS)**. Must run full upper and lower nose. No plastic body parts(exceptions rocker panel)... No wings or aero dynamic devices inside or outside the car. Outside of tires must be the widest part of car. Quarter panels and B/C pillars must be 2 distinct pieces. Oil coolers/radiator must not protrude above interior or outside of body. **It is highly recommended that you keep the interior open in the cockpit around driver in case of emergency.** Spoiler: A 4 inch by 66 inch spoiler 45 deg to the deck is allowed, with all braces to the rear of the spoiler. Spoiler must be 1 piece. It is highly recommended that you keep the interior open in the cockpit around driver in case of emergency. **Sail Panels:** Must not be wider than the body and must attach to the quarters in a single stock appearing plane that angles inward to the roof. no fins or lips on, body is, .you may run a lip of ¼ by ¾ on sail panel only max, max 6 ins nose to ground before and after race. You may run an alum roof if it meet s the specs if it don't we will add 100lbs to the car on the scales or 25% of pay. On the alum nose you may run a MAX 1.50 ins lip on top side of nose and 3 inches around bottom of nose. PLASTIC noses are ok.

6. DRIVER COMPARTMENT:

Must have a minimum 3 windshield bars in front of the driver. Lexan or aluminum cowl panel in front of the driver can be no wider than the cockpit and no farther back than the steering wheel. Minimum .125 inch aluminum, or 22 (.035 inch) gauge steel, complete floor pan required. Aluminum high back seat only and must be bolted in securely, inside the left OEM frame and ahead of the rear tires. Bottom of seat can be no lower than bottom of frame. **(NASCAR STYLE RIGHT AND LEFT HEAD, SHOULDER SUPPORTS AND LEG RESTRAINTS HIGHLY RECOMMENDED)**. Driver must be sealed off from track, driveline, engine, fuel cell, battery and pumps. No driver adjustable devices allowed in cockpit except brake adjusters. Mirrors in the center of car only and/or Radios allowed.

7. FRONT SUSPENSION:

All components must be steel, unaltered, in OEM location, and replaceable by OEM parts... Stamped steel OEM replacement lower a-frames; rubber, nylon, or steel lower a-frame bushings; Heims; welded or bolted shock mounts on lower a-frames; Lower a-frames must be right and left, and of the same design. Lower a-frame mounts and bolt holes on frame must be in OEM location. OEM type ball joints only. Sway bar must be OEM type, no splined bars. no wide 5. All spindles must have a min of 3/16 stainless cable or nascar type tethers to hoop of car. EXCEPTIONS; Tube type upper A frames with or without aluminum or steel cross shaft and mount can be moved .aftermarket Steel hub and rotor (2 psc) no aluminum hubs.

8. STEERING:

No rack and pinion. All components must be steel, unaltered, in OEM location. **Exceptions:** tie rod ends and adjuster sleeves may be replaced by a minimum .625 inch steel rod ends and steel tubes; OEM spindles can be modified for ball joints and tie rod ends; **Passenger car drop spindles allowed; (OEM passenger car spindles ONLY. NO MADE FOR RACING OR FABRICATED SPINDLES.)** Bolt on or welded spindle savers allowed; spindles must be right and left ,and height and of the same design; steel steering shafts and knuckles only; steering quickener, steering wheel and quick release may be aluminum; driver compartment steering may be modified, but must be kept on left side OEM aftermarket type center links allowed.

9. SHOCKS:

NO EXTERNAL CANISTERS (SHRADER VALVES PERMITTED) 1 SHOCK PER WHEEL, 1 ADDITIONAL SHOCK ALLOWED IN THE LIFT/PULL BAR AREA. ALL SHOCKS MUST BE EASILY REMOVED (NO COVERS ALLOWED) **NO Coil Overs Allowed on Front. SHOCKS must have a racers price of less than \$375.00 per shock NEW. In 2015 you can run single adjustable shocks no double adjustable , no blow off shafts.

10. SPRINGS:

Steel coil and leaf springs allowed. Coil springs must be at least 4.5 inches O.D. No torsion bars or air bags. **Exception:** Pull bar may utilize smaller O.D. springs.it

11. REAR SUSPENSION:

No independent rear suspension. All components must be steel. No covers allowed. All trailing arms/link bars must be made of steel tubing (aluminum hex tube will be acceptable) Rear of frame may be altered to accept leaf or coil springs. Steel coil-over eliminators, and steel or aluminum (5") coil-over kits, allowed on the rear only. Must conform to shock and spring rules. No rear sway bars.

12. REAR END:

All steel. Closed, steel tube Quick changes allowed. Safety hubs (*floater*) mandatory. Steel axles only. No cambered rear ends. One (1) piece drive flange only. All components must be steel. **Exceptions:** lowering blocks, axle caps, rotor plates, and drive flanges. **NO COVER ON REAR END OF BODY. . ALL CAR RUNNING A BIRD CAGE TYPE REAR END MUST HAVE A 1/16 STEEL PLATE or 1/8 alum plate behind the seat From the top bar to bottom to and from the left side to right 3 inches pass seat . THIS WILL BE IN place or you don't race.**

13. BUMPERS: (See diagram)

Steel bumpers must be on front and rear at all times and welded or bolted securely to the frame. Must be a minimum 1.25 inch O.D. tubing, .065 wall thickness. Two bar front bumper must be mounted frame end to frame end, no wider than width of OEM frame horns. Bottom loop must be parallel to the ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to

center. Aluminum I-beam rear bumper are allowed. No sharp edges .Rear bumper must have nerf bars on each side rounded back to main frame. Bumper must be same width of quarter panels. (See Z on body panel rules

14. WHEELS:

Eight (8) inch steel wheel only, measured from inside bead to inside bead. No screws or rim mounted bleeder valves. Steel and aluminum wheel spacers are allowed.

15. TIRES:

1. No softening, soaking, conditioning, siping, or grooving of tires. No re-caps. **SOAKING OF TIRES IS STRICTLY PROHIBITED.** (*This rule applies to ALL tires in the pits, on the car, in the trailer or hauler, ALL tires*) Tires may be checked at any time.
2. BFMSF Tire Rule:, **PURCHASED AT THE RACE TRACK AND FROM THE OFFICIAL TIRE DEALER** Decision of BFMSF official is **FINAL and NOT up for discussion!!** ****TIRES MAY BE BROKEN DOWN AND INSPECTED AFTER THE RACE AT OFFICIALS DISCRETION.**

NOTE: HOOSIER D800 TIRE WILL BE USED IN 2016!! MUST BE PURCHASED BY BFMSF TIRE DEALER!

16. BRAKES:

MUST be cast steel OEM type ONLY, operative on all 4 wheels, drum or disc. Must maintain minimum OEM dimensions for hub/rotor and calipers, cannot be drilled or lightened. Bolt pattern may be changed. Larger studs allowed. Front brake rotors MUST be stock type . Rear rotors may be aftermarket, minimum .810 inch thick, vented rotors only. No scalloped or drilled rotors,

17. EXHAUST:

Mufflers required.

18. FUEL SYSTEM:

Mechanical or belt driven pump only and must be mounted on front of motor. Racing fuel cell required 22 gallon maximum capacity, square or rectangle in shape (*no tear drop, wedge, or exotic F-1 type fuel cells allowed*). **MUST BE IN A MINIMUM 22 GAUGE STEEL CONTAINER.** Cell must be securely mounted behind the rear axles and between the rear tires. Cell must be no lower than bottom of rear end housing. Cell must be mounted with a minimum 2 solid steel strap around the entire cell, 2 inches wide and .125 inches thick or equivalent. All cell mounts must be steel and securely welded or bolted to the frame. Protective tubing must cover rear of cell and extend past both ends of the cell. No part of the cell is to be lower than the protective tubing. Vents and lids must have check valves. Fuel line pick up must be on top of cell. No cool cans and (1) fuel filter only. (we will not stop for refuel stops)

19. FUEL:

Racing gasoline or alcohol allowed. E85 will be allowed. CAR THAT RUN ALCOHOL MUST HAVE A (A) ON both RIGHT and LEFT SIDE of SAIL PANEL

20. WEIGHT:

Minimum weight limit of 2,450 pounds, 1000lbs. right side (*No Tolerance*), before race with driver and helmet in car setting in normal driving position. Weights must be securely mounted with at least (2) half inch bolts to frame or roll cage, and painted white with car number on it. No weight outside of the body. No titanium, carbon fiber, or exotic materials used on race car. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only. . Car that runs a min of 500 pound front springs and no bump stops minimum weight is 2400 pounds. 1000lbs right if you claim 500 springs we will check them after race.

21. BATTERY / STARTER:

One 12/16 volt battery only, must be securely mounted between frame rails, behind cross member, in front of rear end and outside of driver cockpit,. Car must have the capacity of starting without being pushed or pulled.

22. GAUGES / ELECTRONICS:

No electronic monitoring computer devices capable of storing or transmitting information. **Exception:** Analog tach. No adjustable ignition control boxes. One (1) 12/16 volt ignition box allowed. No additional ignition accessories allowed. No magnetos. No traction control devices. **BFMSF MAY SWAP IGNITION BOX AT ANYTIME – REFUSAL WILL RESULT IN DISQUALIFICATION AND/OR FINE!**

23. TRANSMISSION:

Must have at least two forward gears and one reverse, plus a neutral position. With engine running and car in still position, must be able to engage car in gear and move forward, then backward. OEM production type or approved aftermarket transmissions (*Bert, Brinn, Falcon*) allowed. (*2-speed, 3-speed, 4-speed and automatic*). No 5-speed or more transmissions, No 'in and 'out boxes allowed. Standard clutch type transmissions must have a blow proof bell housing (*steel or aluminum*). Automatic transmissions must have an approved scatter shield..

24. DRIVE SHAFT:

Minimum 2.5 inch diameter, steel drive shaft, painted white. Steel slip-yokes only. 360 degree drive shaft loop required and must be constructed of at least .25 inch by 2 inch steel or equivalent, mounted 6 inches back from front u-joint.

25. ENGINE COMPARTMENT:

Rear of engine must be mounted at least 72 inches forward from centerline of rear axle. Engine offset must be kept within 2 inches of centerline of front cross member with engine level. Minimum 11 inches from centerline of crank shaft to ground (WILL BE CHECKED!!) Radiator must be mounted in front of engine. Cooling system may be modified. No anti-freeze.

26. ENGINE:

Any American make engine allowed. Steel block. No machine work to the outside of block (*lightening*). Wet sump oiling system only. ****SINGLE STAGE EXTERNAL PUMP ALLOWED AS LONG AS OIL REMAINS IN PAN (NO EXTERNAL TANKS).** One (1) naturally aspirated two or four barrel carburetor only. (*No fuel injection*) No magnetos..

27. NUMBERS / DECALS:

All numbers shall be in contrasting color from body, affixed to both doors and top, be at least 4 inches thick and 20 inches tall, and be readable from the passenger side of car. **Competitors are to reserve the front 20 inches of each door for Sanctioning Body and/or Track Sponsors. (Failure to run sponsor decals will result in 50% loss of purse and all points!)**

28. OVERALL:

(A) BFMSP reserves the right to change, modify, add or delete to these rules as they deem necessary.

(B) BFMSP reserves the right to confiscate any part or parts deemed by their Officials to be outside the rules. This to include tires, or any other part(s) of any race car, at any event, at any time.

(C) All decisions of BFMSP officials are final and binding without exception.

29. aluminum roofs ok must meet specs fiberglass roof will used AR Body /5star body ? /or ok by BFMSP

30. ROOF FRONT MIN 3" -MAX5" REAR MIN 1.5"-MAX 2"

29. GENERAL COMPETITION:

(A) Owner of team shall be responsible for the conduct and actions of driver and all crewmembers, and any unsportsmanlike conduct shall be grounds for disqualification or punitive action as determined by Sanctioning Body and/or Track. Sanctioning Body and/or Track shall have the authority to disqualify members and assess fines.

(B) All discussions with Officials shall be conducted in a professional manner and at a proper distance.

(C) Drivers under the age of 18 must produce a signed and notarized Parental Consent form by Parent or Legal Guardian.

(D) BFMSP may require, at its option, a competitor(s) to under go a physical or drug testing before said individual(s) are allowed to compete.

THE ABSENCE OF A PARTICULAR RULE DOES NOT NECESSARILY MEAN ITS APPROVAL!

ASPHALT BODY DIAGRAM & DIMENSIONS

(A) 20" Max. – 16" Min. (Ground to center of bumper front & rear)

(B) 6.5" Min. (Center to center)

(C) 46" Max. – 42" Min.

(D) 6" Max. Hood sides – 3" Max. Rake in hood.

(E) 32" Max. (Bumper & Nose)

(F) 6" Max. (Scoop/Deflector)

(G) 4" Min. at Nose and Sides– 8" Min. at Quarters, no frame height

(H) 19" Max. (Same both sides)

(I) 112" Max. – 108" Min.

(J) 29" Max. – 22" Min.

(K) 72" Max. Or not past back of block, right side. Left side may extend forward to cover foot box if necessary.

(L) 18" Max. – 12" Min. Opening, both sides.

(M) WITH 6" LEVEL, MUST HAVE MIN 1.5" MAX 2" GRADUAL CLEARANCE AT REAR AND MIN 3" AND A MAX OF 5" AT FRONT

******* LEVEL WILL PLACED AT CENTER OF ROOF TO GET DIMENSIONS LISTED IN ITEM "M"!!**

(N) 117" Max. – 106" Min.

(O) 45" Max. – 34" Min.

(P) 3" Max. height at rear of sail panel, gradual slope from roof to this point. (4" x 66" Max. spoiler 45 degrees to the deck is allowed with supports to the rear only.)

(Q) Interior slope is **6" Maximum**. Front to rear and flat across. If flat at front half of interior you have used up 50% of your 6" so from behind the driver to the rear you only have 3" of slope. Top of interior must be flush with top of doors and quarter panels.

(R) 38" Max. – 28" Min.

(S) 38" Max. – 24" Min.

(T) 66" Max. – 24" Min. No narrower than radiator

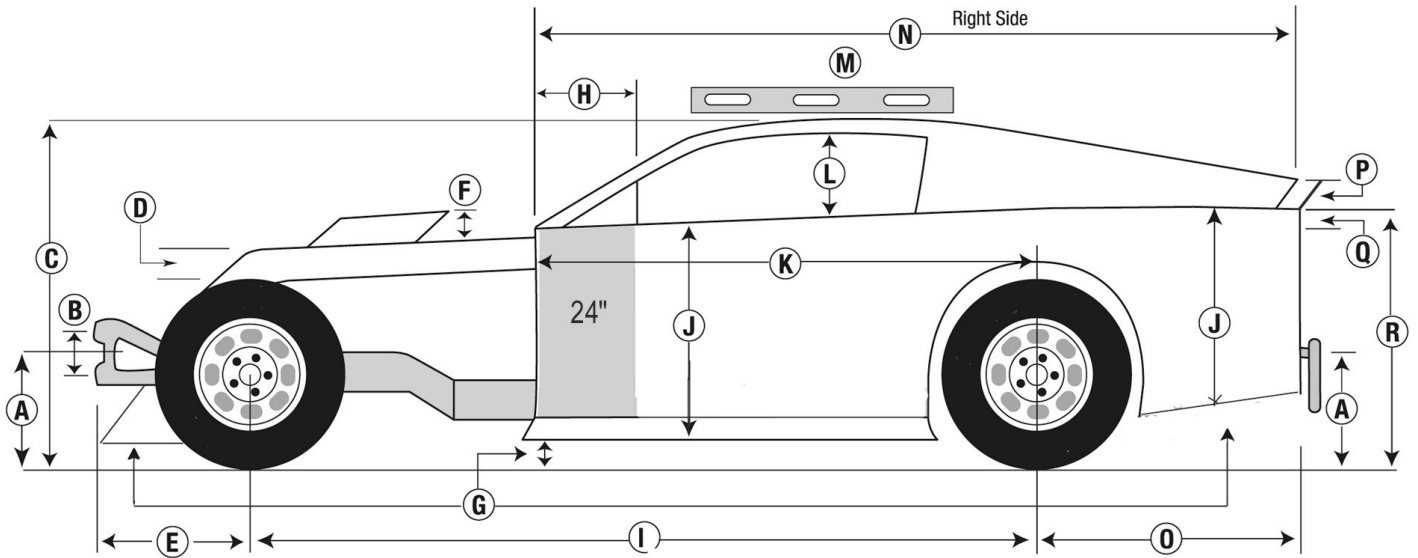
(U) 52" Max. – 44" Min.

(V) 56" Max. – 41" Min.

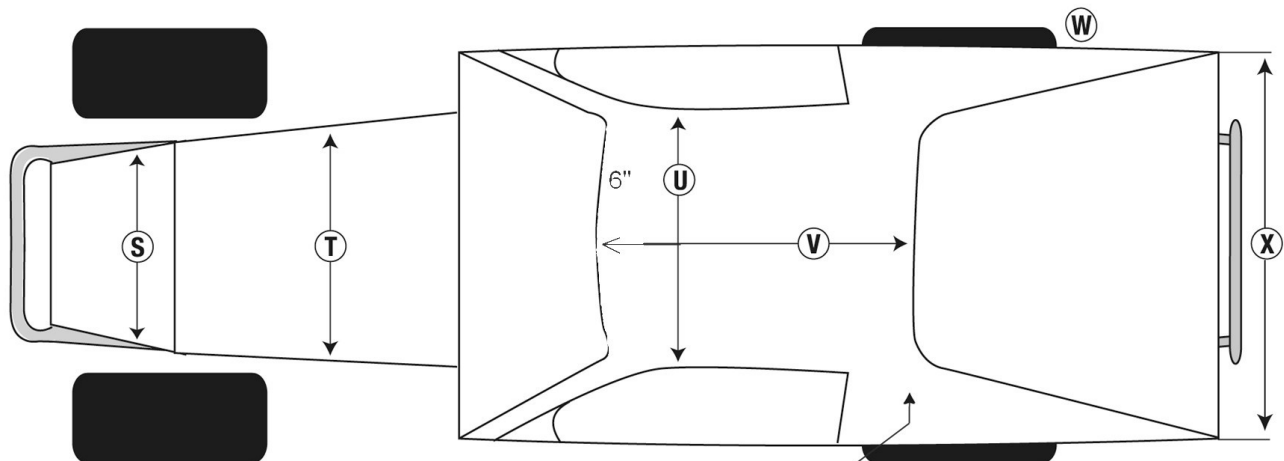
(W) Tires must be the widest part of the car. Must be able to see side wall of tire from front, top, and rear.

(X) 66" Max. – 53" Min.

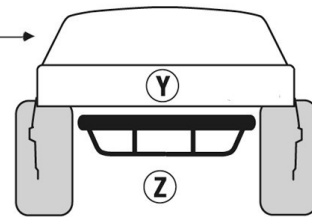
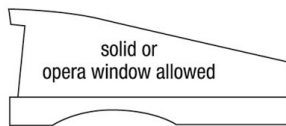
- (Y) 8" Panel / 90 degrees to ground. Must be solid, attached to the deck and extend to the quarter panels, securely fastened.
- (Z) Aluminum "I" beam or tubular steel rear bumpers allowed, MUST have rounded nerf bars that follow quarter panel and connect back to frame on both sides.
- (AA) 6 ins max nose to ground before and after race (no pull up)



Shaded area reserved for Series and/or Track Sponsor Decals. MUST DISPLAY DECALS TO BE ELIGIBLE FOR FULL PURSE.



SAIL PANELS: Must not be wider than the body and must attach to the quarters in a single stock appearing plane that angles inward to the roof.



TRACKS. . . . LET' S KEEP ASPHALT MODIFIED RACING ALL ON THE SAME RULES!
CONTACT DAVE MUZZILLO AT 260-668-4912 TO SEE ABOUT BECOMING AN ICAR PARTNER!!

FOR ANY TECHNICAL QUESTIONS CONTACT:
(260) 668-4912





2016 LATE MODEL SPORTSMAN RULEBOOK

NOTE: BFMSP DOES NOT EXPRESS OR IMPLIES ANY WARRANTY OF SAFETY RESULTING FROM THE PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THESE RULES ARE INTENDED AS A GUIDE TO CONDUCT THIS SPORT AND ARE NOT IN ANY WAY A GUARANTEE AGAINST INJURY OR DEATH TO ANY PARTICIPANT, SPECTATOR, OR OFFICIAL.

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**ANY INFRACTIONS OF THE RULES MAY RESULT IN NOT BEING ABLE TO RACE
SERIES OFFICIALS HAVE FINAL DECISION IN ALL RULINGS! KNOW THE RULES BEFORE YOU GET TO THE TRACK**

1. CHASSIS OPTIONS & BASE WEIGHT MINIMUMS (After race/qualifying without refueling):

Stock Clip with Standard Lower A-Frames 2775 lbs
No Lower A-frame adjustments or Heim End A-Frames
Add 25 lbs for Heim End A-Frames
Add 25 lbs for Lower A-Frame Adjustable Chassis mount
Stock Clip utilizing strut type suspension 2825 lbs
Manuf. Front Clip (w/ Stock-Type, non adjustable Lowers A's) 2800 lbs
No Lower A-frame adjustments or Heim End A-Frames
Add 25 lbs for Heim End A-Frames
Manuf. Front Clip (w/ strut type suspension) 2850 lbs
Deduct 25 lbs for Non –Adjustable Frame Mounts Manuf. Front Clip (w/ adj. A-Frame Mounts & Heim A-Frames) 2850 lbs

1. Races longer than 50 laps will have a 1lb per lap over 50 laps allowance.
2. Maximum 58.0% Left Side weight at all times.
3. Maximum 58.5% Left Side weight for cars that utilize Full Perimeter Chassis (ie: Old Tour Type fabricated chassis or OEM f frame) with a minimum of three door bars extending past the perimeter frame rails, or cars using Standard Crate Engines as used in JEGS/CRA All-Stars rules (down from 59% in 2014).
4. Maximum 59.0% Left Side weight for cars that utilize Full OEM Stock frames from steering box mount to middle of rear axle .

2. SUSPENSION:

1. Base weights are with 5" coil springs front and rear. 2.5" springs may be used.
2. Maximum tread-width measured at spindle height is 78" measured outside of tire to outside of tire.
3. Deduct 25 lbs for full metric chassis w/ stock lower suspension as long as stock steering box and 4 link suspension is utilized.
4. Aftermarket upper A-Frames allowed.
5. Base weights are for Steel shocks only. Aluminum Shocks may be used. One shock per wheel. No Canisters of any kind.
6. Maximum 8" wide steel wheels only. OEM, Floater or Quick Change rear ends allowed. If a Quick Change rear end is used, you must have a plate between the rear end and fuel cell.
7. Must have working brakes on all four wheels.

3. ENGINE:

1. Engine must use cast iron block and heads. Aluminum Heads Add 50 lbs.
2. No Dry-Sumps. May use an external single stage pump, but the oil and sump must still be in the pan directly below the engine.
3. Headers allowed.
4. Aluminum intakes allowed.

5. Engine setback maximum 4" from a centerline between the upper ball joints (Strut-type, fab clip chassis must be max 2" setback for engines with rear mounted distributors/ 4" max for front mounted distributors).
6. Center of crankshaft must have a minimum 10" ground clearance.
7. Any two or four barrel carb allowed (no Predators).
8. Crate Engine usage must follow JEGS Series rules including carb and ignition box rules.
9. Engine/Weight Combinations (to base weights above):
Engine 310 to 364 C.I. Deduct 50 lbs
Sealed McGunegill (7200 rev limit) Steel Heads Deduct 50 lbs
Engine over 410 C.I. Add 50 lbs

4. TRANSMISSIONS:

1. OEM Style Transmissions (defined as standard style transmission with external, separate, clutch). External clutches must follow Super Series rules. ALL transmissions must have a working reverse gear.
2. Bert, Brinn or Falcon Type Transmissions are permitted as well.

5. BODIES:

1. Stock appearing bodies may be Aftermarket or OEM. Body should be ABC or similar stock appearing body. No outlaw, "Downforce", "Dirt Style" or square-sided bodies or body panels. Steel, Fiberglass or Plastic panels O.K. Standard 5-star or AR pavement short track noses, roof, and rear bumper covers must be used and may not be cut or altered. (Fenders, doors and ¼ panels MAY BE FABRICATED but must be similar in appearance to those produced by ARP/5Star for these rules).
2. Minimum 4 inch ground clearance on all parts of the body.
3. Side windows may go no further back than 12" from the A-Post/Door corner and must go straight up at a 90 degree angle from the door.
4. The maximum front overhang measured from the centerline of the front wheels to the leading edge of the nose is 46".
5. 20 inches is the min. length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam.
6. The maximum rear overhang from centerline of rear wheels to the base of the spoiler is 47".
7. The minimum roof height is 47", measured 10" from front windshield.
8. The maximum rear ¼ panel height is 34.5".
9. The maximum body width at any point is 79.5".
10. The rear deck should remain relatively flat side to side and front to rear.
11. Spoiler must be centered on car and may not exceed 390 sq. inches (ex 6.5" x 60" or 6"x 65").
12. Rub rails may only be used if they are polycarbonate.

6. TIRES:

1. No softening, soaking, conditioning, siping, or grooving of tires. No re-caps. **SOAKING OF TIRES IS STRICTLY PROHIBITED.** (*This rule applies to ALL tires in the pits, on the car, in the trailer or hauler, ALL tires*) Tires may be checked at any time.
2. BFMSPP Tire Rule:., **PURCHASED AT THE RACE TRACK AND FROM THE OFFICIAL TIRE DEALER** Decision of BFMSPP official is **FINAL and NOT up for discussion!!** ****TIRES MAY BE BROKEN DOWN AND INSPECTED AFTER THE RACE AT OFFICIALS DISCRETION.**

NOTE: HOOSIER D800 TIRE WILL BE USED IN 2015!! MUST BE PURCHASED BY BFMSPP TIRE DEALER!

7. ADDITIONAL RULES:

1. A fuel cell is mandatory and cannot exceed 22 gallon capacity. Fuel line must be standard in its size and length.
2. No carbon fiber except for safety devices such as seats or head and neck restraints.
3. A collapsible steering column is recommended for cars that utilize a stock steering box.
4. See General Rules Section for additional safety rules.
5. BFMSPP officials may change any rules in the interest of fairness and safety at any time and all decisions are final!



2016 STREET STOCKS RULEBOOK

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SERIES OFFICIALS HAVE FINAL DECISION IN ALL RULINGS! KNOW THE RULES BEFORE YOU GET TO THE TRACK**

1. CHASSIS/BASE WEIGHT:

1. Cars must utilize a street-type American made chassis (1965 or newer). 105" min wheelbase.
2. 3000 lbs. base weight minimum at all times, including after race with driver (no refueling after race). Max. left side weight is 57.0% at all times.
3. Races longer than 50 laps will have a 1lb per lap over 50 laps allowance.
4. Cars must utilize factory frame sections from front steering box mount to rear of rear spring pocket. No widening of the frame. The cross member must remain the OEM Stock component and in OEM location but may be modified for oil pan or fuel pump clearance.
Weight Jacks OK. Leaf Spring cars must have prior tech approval for rear suspension chassis construction.
5. Roll cages must not be offset and must be perimeter type. Installation is subject to technical approval. The width of the top roll cage bars (halo) must be a min. of 75% of the width of frame rails where the cage attaches. The cage must go straight up the doors before a slight angle into the roofline. Side plate on driver's door must be used and must be a minimum of 12" high, post to post, 1/4" thick and either be welded to the cage or fastened with six 1/2" bolts. A min. of 3 windshield protection bars (min. 1/4" wide round stock) in front of driver are mandatory.
6. No cage or body supports may run through the body or windshield.

2. TRANSMISSIONS:

1. Standard Automatic transmissions w/ working torque converter... or an OEM manual transmission and min. 7.25" clutch.
2. An aftermarket transmission with a 7.25" external clutch may be used with 75 pound penalty.
3. Transmissions must have working reverse gear. Drive shaft loop is required.

3. SUSPENSION:

1. No Bump-Stops or suspension travel limiting devices. No coil binding.
2. No aftermarket lower A-Frames (O. E. M. mounting towers only).
3. No aftermarket or made for racing spindles Must be OEM style spindle.
4. Standard aftermarket upper A-Frames may be used with a 35 lbs penalty. 25 lbs penalty for aftermarket mounting towers. No slider adjustable mounting towers.
5. No aftermarket trailing arms (Single, non adjustable chassis mounting point only). Trailing arm lengths, center bolt hole to center bolt, must be within 1 inch in total length of each other.
6. One shock per wheel. Shocks must be steel, economy-type, may not be externally adjustable and may not be gas re-chargeable
7. 3-Link rear ends add 100 lbs.
8. Ford 9 inch rear ends OK. No Quick-change rear ends.
9. Max. 78" tread width from outside to outside of tire at spindle height.
10. Stock-type, steel brake calipers only. Brake caliper may not be of a floating design and must be mounted solidly to rear end housing. Must have working brakes on all four wheels.
11. Stock-type sway bars only. Maximum 1.25" diameter and must be mounted, on the chassis side, forward of the steering box.

12. Maximum 8" wide steel wheels only. 1

4. ENGINE:

1. Engine must be cast iron (block & heads). No Dry Sump.
2. Use of Roller Cams/Lifters is discouraged and therefore any team NOT using them may deduct 50 lbs.
3. Heads must be standard valve angle. NO shaft mounted rockers.
4. Aluminum intake may be used with a 50 pound penalty.
5. Headers may be used with a 25 pound penalty (no 180's).
6. Engines under 365 c.i. may deduct 50 lbs.
7. Engines over 412 c.i. must add 50 lbs.
8. Engine must be located so the spark plug of forward most cylinder is no further back than 1 inch of center-line of the upper ball joints.
9. Exhaust must exit behind the driver and beneath car or under frame.
10. 2 and 4 barrel carburetors only. 4 barrel carburetors add 50 lbs. No Demon/Predator Carbs. One spacer plate or adapter not to exceed 1 1/4 inches with gaskets.

5. BODIES:

1. No compact or sub compact bodies. Standard Chevelle, Nova, Monte Carlo, Regal, Cutlass, and Camaro bodies allowed as well as their Ford and Dodge counterparts. Anything that does not fit within these guidelines may not be used or must get prior approval before building.
2. An aftermarket firewall and floor pan may be used, but must be steel, similar gauge and have a stock appearance of the replaced items.
3. Cars must have factory steel roof (A,B,C pillars considered part of the roof) and factory upper portion of rear 1/4 panels. All other body panels must be made out of steel and be stock appearing. GM to GM, Ford to Ford, Mopar to Mopar for chassis, body and engines. Aftermarket bodies are allowed. Front fenders must retain stock body line. No notching or "bending" fenders to improve performance. No "Dirt Style" bodies or components allowed.
4. The aftermarket, 5-Star composite 88 Monte Carlo street stock roof may be used, but must be used completely unaltered, with as produced dimensions and weights. It must be used with factory quarter panels that include the B and C pillars with factory quarter window opening. Cars with this roof will receive a left side weight penalty of 1%. They may only race at 56% maximum left side weight.
5. Fiberglass or Aluminum hoods may be used with a 25lb penalty. They must not be flat and must have detail lines and appear stock.
6. Aftermarket bumper covers must cover all bumpers and brace supports and all metal must be behind and covered by the cover. Must run a stock-type bumper if no bumper-cover is used. Rear bumper/tail-light area must be enclosed (no open tail sections).
7. Nose-piece must be mounted with stock body line in mind. Nose-piece should not be chopped, lowered, or angled.
8. Rooflines must have stock appearance ("Chopped Roofs" may result in additional weight penalty).
9. Side windows may go no further back than 15" from the corner of the A-Post and must go straight up at a 90 degree angle from the door. Window openings on both sides of car must be minimum of fifteen inches (15") in vertical height.
10. Interior behind the driver must be parallel to the ground up to the rear window and there must be a definitive transition from interior to the rear deck area which must remain relatively flat. No Decking inside the four points of the roll cage.
11. Minimum roof height with standard roof rake is 48 inches.
12. No spoilers allowed (regardless if they are stock). No holes cut in hood for air cleaners. Hood scoops are discouraged and fabricated hood scoops may require an additional weight penalty.
13. Body, exhaust, rocker panels or any other mounted items must be no closer to the ground than 4 inches.
14. Rub rails may only be used if they are polycarbonate.
15. Add 50 lbs for Aftermarket Body.

7. TIRES:

1. No softening, soaking, conditioning, siping, or grooving of tires. No re-caps. **SOAKING OF TIRES IS STRICTLY PROHIBITED.** (*This rule applies to ALL tires in the pits, on the car, in the trailer or hauler, ALL tires*) Tires may be checked at any time.
2. BFMSPTire Rule:, **PURCHASED AT THE RACE TRACK AND FROM THE OFFICIAL TIRE DEALER** Decision of BFMSPT official is

FINAL and NOT up for discussion!!) *TIRES MAY BE BROKEN DOWN AND INSPECTED AFTER THE RACE AT OFFICIALS DISCRETION.***

NOTE: HOOSIER COMANCHE TIRE WILL BE USED IN 2015!! MUST BE PURCHASED FROM FORT WAYNE OVAL TRACK SUPPLY

8. ADDITIONAL RULES:

1. A fuel cell is mandatory and cannot exceed 22 gallon capacity. Fuel line must be standard in its size and length.
2. No carbon fiber except for safety units such as seats or neck restraints.
3. A collapsible steering column will be required for 2016 and beyond.
4. Radios NOT allowed. Drivers MUST use a scanner to monitor race control.
5. See General Rules Section for additional safety rules.
6. BFMSPT officials may change any rules in the interest of fairness and safety at any time and all decisions are final.



2016 MINI STOCKS RULEBOOK

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1. Eligible Vehicles:

1. Chrysler Ford, GM and Toyota name plate 4-cylinder, hard-top compact cars, hatchbacks, and mid-size trucks allowed, no convertibles, 4 wheel drive allowed, no rear engine or mid-engine allowed.
2. Body must be factory stock appearing. Roof must be steel, Aluminum or fiberglass bodies are allowed but must retain stock appearance and be approved by BFMSP tech. No alterations of any kind. Stock appearing aftermarket nose and tail pieces OK.
3. Front of roof must not have more than 3 inches gradual drop, measured using a 6' level. Door must be weld shut. Pickups must enclose the bed. Ok to remove rear window frame on hatchback cars, if removed, replace deck portion with sheet metal to retain stock appearance! Official's discretion is final! Bottom half may be aluminum for rust must retain stock appearance
4. Minimum frame and body clearance from ground is 4" at all times
5. All glass, molding and lenses must be removed DO NOT BREAK OUT! All cars must run a full windshield. Rear and side windows are allowed but side windows may not exceed a measurement of 12" from the base of the A pillar.
6. Safety constructed 4-post roll cage with a minimum of 3 bars on driver's side door area is required. Must have steel plate between door skins and roll cage mounted securely to door bars. At least one door bar on passenger side is required. Minimum of 1 1/2" .095 tubing.
7. Stock floor board must remain intact from firewall to back of roll bars. Must have stock resembling, sheet metal firewall between driver and engine and between driver and fuel tank. NO interior sheet metal allowed except for firewalls. Fenders may be trimmed for tire clearance only. NO holes in hood for air cleaner. NO sharp edges allowed on body or bumpers.
8. Hood and trunk lids must have safety pins and may not be bolted shut. No more than 1" rise on hood.
9. All suspension parts and mounts must be uncovered and clearly visible for inspection
10. Maximum 4" inch spoiler, no wide than car, made with a see-through material allowed. All bracing must be from the rear.
11. \$75 Cash claim per strut or shock. Driver claiming must exchange strut for strut or shock for chock same as location of part being claimed. Tech Officials must be notified of claim by Driver before Feature. Driver being claimed will be notified after feature. Both drivers will be instructed what areas to report to immediately following race. With officials present, both Drivers will remove parts and at that time officials will complete procedure. Anyone refusing claim WILL RESULT IN LOSS OF ALL AWARDS, POINTS AND WILL RECEIVE TOW MONEY FOR THAT EVENT along with additional 2 week suspension. Person doing the claim must finish on the lead lap in order for claim to be in effect. It does not matter where the person being claimed finishes.
12. Jack Screws OK. Aftermarket springs OK.
13. All vehicles must have a front and rear means of being hooked up by a wrecker.
14. RACECEIVERS are mandatory. No other communication devices of any kind. No side mirrors or rear view mirrors.

15. Car numbers must be a least 20" high and 4" wide in a contrasting color to body. No Exceptions! Number must also appear on upper right corner of windshield

16. Stock type A-Arms, struts and ball joints only

2. Engines:

1. Engine must be 4-cylinders, carburetor-fed and factory stock for the, make of vehicle. NO turbo or rotary engines allowed. Must have a factory stock cylinder head for the make and model of vehicle. NO Aluminum Heads! Cast iron only. Factory- stock fuel injection allowed on FWD cars only
2. Factory stock single 2 barrel carburetor only. Choke and butterfly assembly may be removed. NO aftermarket carburetors. Holly 4412 & 7448 carburetor will be allowed. No reworking, grinding or altering carburetor in anyway. No "air -intake" boxes allowed. Factory stock intake and exhaust manifolds, only. NO aftermarket manifolds
3. Headers ok! Exhaust must be sealed tight. Exhaust must exit completely behind and away from driver's compartment. No maximum O.D. on exhaust pipe.
4. Must have an operational starter. Any car being pushed to start- may start on the tail of race. Stock ignition and stock coils only. All vehicles must have a radiator overflow hose that exits onto the windshield. No antifreeze coolants allowed.
5. No cooling systems allowed
6. Steel drive shafts only- NO aluminum shafts-must be painted white. Steel drive shaft hoops required.
7. 1" max carburetor spacer of adapter with gasket.

3. Fuel System:

1. Fuel cell strongly recommended. If fuel cell used, it must be completely enclosed in a steel can. Fuel tanks must be safely secured with (4) steel straps. Minimum ground clearance: 10". Fuel tanks must be secured flat to the trunk lid and hinged on one side. Fuel tanks in Hatchbacks and Pickup trucks must be fully contained by a metal firewall. Pickups may reinforce bed to protect fuel tank. No plastic tanks of kegs allowed. No fuel lines in cockpit area. Steel lines or braided hose must be used as fuel line from fuel source to fuel pump.
2. No fuel injection or electric fuel pumps allowed on RWD cars. Electric fuel pumps for FWD & S-10 okay but must be mounted on right side of front firewall, inside engine compartment.
3. No fuel cooling systems allowed. Racing gasoline or standard pump gas only. NO alcohol or fuel additives allowed.

4. Tires and Wheels:

1. Hoosier 790s
2. No tire soaking of "compound enhancers" allowed
3. Steel wheels only. Maximum width of wheels is 7" for cars and compact trucks. Safety wheels highly recommended on right side by may not exceed width rule. Oversize lug nuts of 1" or larger on all wheels is mandatory. No aluminum, magnesium or plastic wheels allowed.

5. Safety and Miscellaneous:

1. Snell SA95 or newer helmets and neck collars are required. May use Hutchens device or Hans
2. A 5 point design approved, made for racing safety harness must be securely fastened to the car. An approved 2.5lb fire extin gisher in working order and within reach of driver is mandatory.
3. Drivers racing window net is required. "String window nets prohibited. Driver safety equipment must be used at all time
4. Minimum weights: Ford Mustang (Mercury, ECT)-2300lbs; Ford Pinto (Mercury, ECT)-2250lbs; all other RWD cars/trucks-2200lbs. All weights are with driver before qualifying or after race. Minimum weights may be adjusted during the season to ensure competitive balance
5. Added weight must be securely fastened with a full length of bead weld or one half inch grade steel threaded rod. Added weight must be painted white and have car number on it
6. Front or rear wheel drive, three, four, five speed or automatic transmissions allowed. No quick change transmission or rear ends
7. Must have factory stock brake system with operational 4-wheel brakes
8. Aftermarket pedals and master cylinders OK
9. Calipers, rotors, etc. must be stock OEM only-No dilled or slotted rotors
10. Brake adjusters must be out of reach of driver

BFMSP RESERVES THE RIGHT TO CHANGE, ALTER, MODIFY OR CLARIFY AND RULE DURING THE YEAR.



2016 Sports COMPACTS RULEBOOK

NOTE: BFMSPP DOES NOT EXPRESS OR IMPLIES ANY WARRANTY OF SAFETY RESULTING FROM THE PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THESE RULES ARE INTENDED AS A GUIDE TO CONDUCT THIS SPORT AND ARE NOT IN ANY WAY A GUARANTEE AGAINST INJURY OR DEATH TO ANY PARTICIPANT, SPECTATOR, OR OFFICIAL.

THE ABSENCE OF A PARTICULAR RULE DOES NOT NECESSARILY MEAN ITS APPROVAL!

**ANY INFRACTIONS OF THE RULES MAY RESULT IN NOT BEING ABLE TO RACE
SERIES OFFICIALS HAVE FINAL DECISION IN ALL RULINGS! KNOW THE RULES BEFORE YOU GET TO THE TRACK**

1. GENERAL RULES:

1. All cars must have a clean, complete, and professional appearance.
2. All body panels must be on the car including bumper covers, fenders, deck lid, hood, and rear deck lid/hatchback at the start of the racing event.
3. Cars must have clearly legible numbers (no spray paint) that are visible by race control and score keepers, on the left door, right door, and roof.

2. ELIGIBLE CARS:

1. Four or six cylinder, front wheel drive COMPACT CARS ONLY. No full-size cars allowed. No wagons, SUVs, cross-overs, pickups, or vans permitted.
2. Wheelbase must be between 93 – 112 inches.
3. No convertibles allowed. No all wheel drive allowed. No all wheel steering allowed. No rear engine allowed. No mid-engine allowed. No turbochargers allowed. No superchargers allowed.
4. No chemical power adders of any kind (nitrous oxide, benzene, etc) allowed.
5. Four cylinder engines may be pushrod, SOHC, or DOHC. OEM stock variable cam timing is allowed on four cylinders displacing 2.4 liters or less only.
6. Six cylinder engines must be SOHC or pushrod only. Maximum displacement for V6 engine is 3.5 liters.
7. Cars from other area local tracks that have similar but differing rules, and/or similar performance as BFMSPP, may be allowed to participate during the 2015 season in the interest of welcoming competition. These cars will be granted temporary eligibility status at the discretion of BFMSPP officials on a case-by-case basis. Any rules compliance exemptions granted in this context will be at the sole discretion of BFMSPP officials.
8. Penalties, point forfeitures, or payout adjustments may occur for cars that are determined by BFMSPP officials to have a performance advantage relative to regular BFMSPP legal cars.
9. All participants will be required to be in full compliance with BFMSPP rules with no exemptions granted in 2016.

3. SAFETY:

1. Safety Inspections will be conducted for each car on a weekly basis. Cars that meet BFMSPP approval for safety will be marked by BFMSPP officials. Inspections will be performed for any car submitted for inspection at any BFMSPP event. Any car that has not been inspected and approved by BFMSPP will not be allowed to participate until approval or a single race waiver has been granted by BFMSPP officials.
2. Roll cage must be 4 or 6 point design, constructed of 1.75" or 1.5" (minimum) .095" steel tubing. Tubing must be roll cage tubing (HREW, CREW, or DOM). All tubing connections, seams, bracing, etc must be fully welded (no "tack welds" permitted). Cage must be sufficiently attached to the floor/unit frame of the vehicle by welding to the rocker rail or to ¼" minimum thickness sandwich plates bolted through the floor. Reinforcing plate, tubing, or steel angle on the inside of the rocker rails is required. Main hoop of cage must include a diagonal reinforcing bar. Roll cage must include a minimum of 3 door bars per side, connected with spacing bars between each door bar. Driver's side bars must be arched away from the driver's seat area. Driver's door bars must be connected by tubing, or bracing, to the rocker rail to reduce inward bending on impact. Driver's door bars must be covered with steel plate on the outside

(minimum 1/8" thickness). Roll cage design must include a minimum of 5 bars extending side to side (top of main hoop, front of halo, dash bar, middle of main hoop, and bottom of main hoop). An additional bar connecting the left and right side door bars behind the

driver's seat is permitted. Bars extending through the firewall to the front uni-rail(s) are permitted, but may not extend forward of the strut towers. Diagonal bracing from the a-pillar bars (front uprights) to the dash bar is strongly encouraged. Diagonal support bars extending from the main hoop to the rear are encouraged, and may extend to a distance no closer than 10" from the rear bumper. Teams are encouraged to include as much additional bracing within the roll cage as they deem necessary. Any roll cage that does not meet the approval of BFMSF officials will not be allowed onto the racetrack.

3. Safety padding on the driver's door roll cage bars is required. Safety padding on any roll cage bar that a driver's limbs or body may contact is also required. Core supports may be reinforced or replaced with tubing. Core support structure may not extend rearward beyond the strut towers. Tubing directly connecting the core support to the roll cage is not permitted.

4. An aluminum racing seat is required. Seat must be mounted to the roll cage using 1" minimum diameter tubing or material with equivalent or better strength, and bolted with a minimum of six 3/8" or larger (grade 5 or better) bolts with washers to prevent "pull through".

5. Use of seat "halo type" head restraints and shoulder supports are strongly encouraged. A minimum of a three inch wide, five (or six) point safety harness is required, and must be attached with grade 8 hardware (or better) to the roll cage and/or seat mount.

6. Belts must have a certification date no earlier than 2012, and must have certification tags still attached. Seat belts must be used and securely latched for all events, and at any time the car is on the racing surface.

7. A Snell SA approved helmet with no earlier than a SA2005 certification is required and must be worn at all times when on the racetrack. Helmet must have permanent factory Snell SA certification mark to be approved. No Snell M rated (motorcycle) or dirt bike helmets will be allowed.

8. Drivers are required to wear a flame retardant SFI rated driving suit, in clean and sound condition with no tears present. Flame retardant gloves and shoes are also required.

9. Head and neck restraint devices are required. At minimum, a SFI approved collar may be used. HANS, NecksGen, or similar devices are strongly encouraged.

10. A SFI approved driver's side window net is required, and must be securely mounted with the latching device at the top. Window net must remain latched whenever the car is on the racing surface.

11. A battery main shut-off switch is required.

12. A fuel pump shut off switch is also required, and must be mounted at the left front (driver's side) of the interior, in a location that can be reached easily by both the driver and BFMSF safety personnel, and the switch must be clearly labeled. Battery may be relocated to the

area behind the driver. Battery must be mounted inside a covered battery box and securely bolted to the car. Any car that has a trunk mounted battery AND a trunk mounted fuel cell MUST have the battery completely enclosed in a SEALED battery box or battery compartment.

13. The stock fuel tank in the stock location with a skid plate is allowed. Fuel cells are required. Fuel cells must be mounted in the trunk area. The maximum fuel cell capacity permitted is 15 gallons. Fuel cells must be true, made for racing fuel cells, no marine (boat) tanks or portable gas containers (gas cans, jerry cans) allowed. Protective bars for the fuel cell are required. Any fuel cell mounted exposed to the underside of the car must be enclosed by a protective steel can, and also be protected with a fuel cell safety cage or impact bar. Fuel cells must be equipped with anti-rollover valves and vented to the outside of the trunk at the left rear. Fuel cells must have a securely latching fill cap. Fuel cell must be mounted with a minimum 1/8" thick, 1" wide straps or 1" tubing. All cars must have a metal firewall completely sealing the trunk area and rear deck from the driver's compartment.

14. Fuel pumps, filters, and fuel lines must be securely mounted, so that they cannot become dislodged or disconnected during a collision. Proper high-pressure fuel line and fittings must be used. Any fuel system deemed unsafe by BFMSF officials will not be allowed on track until the problem is corrected.

4. BODIES:

1. All exterior trim, including lights, body moldings, mirrors, etc. must be removed.

2. All cars are required to have a front bumper cover, hood, both front fenders, windshield, all doors (2 or 4 depending on model), both quarter panels, deck lid (must enclose trunk area), and a rear bumper cover. Stock or stock appearing body panels must be used. No flat-sided fabricated bodies or aluminum sheeting body panels. Stock appearing bumpers and bumper covers, including made for oval racing or aftermarket covers, may be used if the shape, size, or style resembles the factory parts. Downforce, shovel, or dirt late model bumper covers are not allowed. Doors must be bolted or welded shut. Doors may be skinned. Interior may be skinned to allow room for roll cage and safety equipment. No "gutting" of rails or roof pillars will be permitted. Skirting on the front and sides is permitted, but must not extend greater than 1/2" beyond the outside width of the tires, and must not have sharp protruding edges or ends. No splitters are allowed. No rear air diffusers allowed. No venting of interior, floor, hood, fenders, roof, quarters, doors, or trunk panels (except for fuel cell and driver ventilation systems) is allowed. No aftermarket hood scoops. Brake cooling ducts or vents, connected to the front bumper cover, are permitted. All body panels must be securely attached to the car at the beginning of the racing event. Any body panel, wheel opening, or body attachment that is deemed illegal or unsafe, must be corrected at the direction of BFMSF officials before the car

will be permitted onto the racing surface.

3. Cars must have stock frame, stock firewall, and stock floor pans, complete and un-modified. All openings in floor and firewall must be covered. Trunk floor may be modified or removed to allow for fuel cell installation. Hood and deck lid must be secured with a minimum of two hood pins each. All glass must be removed from the vehicle except for the front windshield. All flammable interior trim and sharp trim brackets must be removed from the interior and trunk areas. All air bags must be removed.

4. Front windshield may be replaced with lexan (polycarbonate) or dirt screen. If using a lexan windshield, a center brace supporting the lexan is required. If using a dirt screen, 3 safety bars in front of the driver are required, plus a full face helmet with eye protection is required. Side windows must be lexan, and may extend no further back than 12" from the front of the window opening and must go straight up at a 90 degree angle from the door. Windows limiting the ability of the driver to exit the car are prohibited. Lexan quarter windows are permitted. Lexan windows must be see-through, and not tinted or painted over in any way. Rear windows are considered optional and must be lexan if used.

5. Rear deck spoilers are allowed. Maximum spoiler size is 5" tall and 50" wide. Maximum height of spoiler may not exceed 6" above the deck lid surface. Fabricated spoilers must be see-through (lexan) or, metal may be substituted if the spoiler does not limit visibility, so hand gestures and signals may be clearly seen. Any spoiler deemed unsafe by BFMSF officials must be removed before the car will be

permitted on the racing surface. No verticals, shark fins, billboards, or similar devices allowed. The front edge of the spoiler must be

within 4" of the rear edge of the deck lid, measured horizontally. Spoilers may not extend more than 3" beyond the rear edge of the deck lid, measured horizontally. No roof mounted spoilers are allowed. No window mounted spoilers or any other window mounted aerodynamic devices are permitted. Window mounted NACA ducts for driver ventilation systems are permitted. No brake lights, s trobe lights, under-car mounted lights, or headlamps are allowed.

6. Ballast must be securely attached to the car (welded or bolted) in a manner that will not allow it to become detached during an impact. All ballast must be painted white and have the car number clearly marked on it. No ballast is permitted inside the driver's compartment.

5. TIRES:

1. No softening, soaking, conditioning, siping, or grooving of tires. No re-caps. **SOAKING OF TIRES IS STRICTLY PROHIBITED.** (*This rule applies to ALL tires in the pits, on the car, in the trailer or hauler, ALL tires*) Tires may be checked at any time.
2. BFMSF Tire Rule:., **PURCHASED AT THE RACE TRACK AND FROM THE OFFICIAL TIRE DEALER** Decision of BFMSF official is **FINAL and NOT up for discussion!!** ****TIRES MAY BE BROKEN DOWN AND INSPECTED AFTER THE RACE AT OFFICIALS DISCRETION.**

NOTE: HOOSIER 790 TIRE WILL BE USED IN 2015!! MUST BE PURCHASED BY BFMSF TIRE DEALER!

3. Teams may substitute DOT stamped tires with a treadwear rating of 300 or greater, a 60 series or taller sidewall, and with a maximum of a 215 section width or narrower.

4. Wheels must be the same the same diameter at all four corners. Tires may be staggered a total of one "size" (a "size" is defined as 23.5" vs. 24.5", or 26.5" vs.27" for Hoosier 790 tires, and a 15% difference of aspect ratio for DOT radial tires.) Tires must be the same type at all four corners (all Hoosier 790 or all DOT radials).

4. Right side wheels must be stock aluminum alloy or steel racing wheels. Stock steel wheels are permitted on the left side only and must be in sound condition (no bends or cracks). Maximum wheel width is 7". Maximum wheel diameter is 15" Permitted backspacing of wheels is 3" or greater. Same wheel backspacing must be used on each side of the car, front and rear (1/2" variance permitted).

5. Tires and wheels shall not extend beyond the bodywork in an unsafe manner, fender flairs and rub rails are allowed to accommodate wheels. Wheel stud threads must be visible above the top of the lug nuts. 1" lug nuts are permitted and encouraged.

6. SUSPENSION:

1. Drivetrain, and Brakes: Car must maintain a minimum of 5" ride height. No body panel, skirting, or frame rail lower than 5" above the ground is allowed. No engine or drivetrain component lower than 4" above the ground is allowed.

2. No made for racing (i.e. Penske, Afco, Pro Shocks, and similar) shocks or struts are allowed. No adjustable struts or shocks are allowed (Any strut or shock with rebound or compression adjustment knobs, rods, bolts, or screws is prohibited). Any spring that fits in the stock mounting location is permitted. Stock or stock style replacement struts or shocks are required. Adjustable sleeves that slide down over the stock strut body are permitted. No shocks or struts using heim's (spherical rod ends) are allowed. Shocks or struts with threads made permanently in their body are not allowed. Stock strut, spring, and shock mounting locations are required.

3. Stock type front control arms are required. Control arms and mounting locations may be modified for camber and suspension alignment. Strut mounting holes may be modified for camber adjustment. No aftermarket radius rods allowed. No solid metal bus hinges are permitted.

4. Rear trailing arms must remain OEM stock. Rear control arms may be replaced with steel tube and heim ends for safety. Stock rear trailing arms, control arms, and suspension mounting points may be braced for strength. Stock, aftermarket, and performance sway bars using the stock mounting points are permitted. No made for racing or multi-piece sway bars allowed.

5. All four brakes must work. ABS sensors must be disconnected or removed. No functioning ABS systems are allowed. Drilled or slotted rotors are not allowed. Stock brake calipers must be used. Brake cooling ducts are allowed on the front brakes only. Parking brake must be disabled, or rendered inaccessible or inoperable by the driver while competing. Stock brake master cylinder is required. A proportioning valve, on the rear brakes only, is permitted if it is not driver adjustable and is mounted in the engine compartment or trunk.

7. ENGINE & TRANSMISSIONS:

1. A complete exhaust system, consisting of a single pipe extending from the manifold or header exit to an exit point located on the left or right side, behind the driver's seat, and before the rear wheel is required. Exhaust must be no greater than 2.50" in inner diameter, and must be the same diameter from the header/manifold collector or flange/reducer to the system exit (exhaust tips less than 7" in total length are allowed). The exhaust system exit must extend to the pinch weld under the rocker panel at minimum. No open headers allowed. Exhaust may be welded or bolted, but NO exhaust leaks are permitted the entire length of the exhaust. Loose or leaking exhaust gaskets or exhaust connections will result in disqualification. "Pin-hole" sized leaks may be waived at BFMSF officials discretion in the interest of fairness. BFMSF officials have the sole discretion in determining what constitutes as a "pin-hole" leak. Exhaust must be routed under the floor pan, and no part of the exhaust system may enter the driver's compartment. No dual exhaust systems are allowed. The maximum combined collector/reducer length permitted for headers is 20".

2. Cars must use an OEM engine type and brand matching the make and model of car (Example: Any Honda Civic engine in a Honda Civic is allowed, but an Accord engine in a Civic is not allowed). No aftermarket blocks allowed. Cylinder heads must be a stock type casting for the engine type and original displacement used (Example: No 1.8 heads on 2.0 blocks, no single cam heads on twin cam motors, no aftermarket heads). No engine swaps of non-stock engine types from other makes or models of vehicles are allowed (Example: A V6 truck engine in a Dodge Neon is not allowed). Intake manifolds must be stock for the engine make. Throttle body must attach to the intake manifold at the stock location. No aftermarket intake manifolds allowed. No aftermarket or fabricated manifold plenums are allowed. Throttle body EFI or multipoint EFI allowed, No carburetors permitted. A maximum of one fuel injector per cylinder is permitted. OEM style starter must be used. INTERNAL ENGINE MODIFICATIONS, such as, but not limited to, porting, polishing, decking, and camshafts, ARE ALLOWED. Stock OEM transmissions for the same make and model of car are required. All forward gears must work. Reverse gear must work. No locked differentials. Fuel is restricted to pump gasoline or racing gasoline. No alcohol (methanol or ethanol) or E85 fuel is permitted. Any car suspected of using alcohol or E85 will be disqualified. No fuel additives (benzene, nitromethane) are allowed. Use of benzene or nitromethane will result in expulsion from the series. No driver adjustable

braking system tuning devices are allowed. No driver adjustable suspension tuning devices are allowed. No driver adjustable weight devices are allowed. No driver adjustable engine or transmission tuning devices are allowed.

8. ADDITIONAL RULES:

1. No carbon fiber except for safety units such as seats or neck restraints.
2. Radios NOT allowed. Drivers MUST use a scanner to monitor race control.
3. See General Rules Section for additional safety rules.
4. BFMSF officials may change any rules in the interest of fairness and safety at any time and all decisions are final!

