



2017 SEASON

**Spirit Auto
Center
SPEEDWAY**

**2017 4-CYLINDER STREET
STOCK RULES AND
REGULATIONS**

OFFICIAL SPEEDWAY RULEBOOK | SAC

REVISED 1/1/2015



2017 CYLINDER STREET STOCK RULES AND REGULATIONS

GENERAL:

This information is to be used in addition to the general rules section listed for all classes. This is a PURE STOCK division intended for inexpensive participation. Abuse of these rules or creative interpretations will not be tolerated. Track officials as always have the final say as to whether or not a car can compete. Spirit Speedway management may confiscate illegal parts and components.

These rules and/or regulations are designed to provide orderly conduct of the racing event. These rules shall govern the conditions of all events. No expressed or implied warranty of safety shall result from the publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport, & are in no way a guarantee against injury or death to participants and/or spectators.

SECTION A: ENGINES

1. ENGINE AND COMPONENTS original manufacturer parts for specific make and model. THE ONLY MODIFICATION allowed to an engine are listed in the following paragraphs. Any other modifications will be deemed illegal.
2. Engine must be in its original mount and position. NO MOTOR MIX/MATCH
 - a) Solid motor mounts are allowed in its original
3. **Only totally STOCK 4-cylinder engines permitted. (This opens up the division to the Delaware Chargers and the Pa Limited Stocks to race. Right now most of them are illegal due to the 2.2L twin cam rule)**
4. No rotary engines. No turbo or super charged engines. No high performance engines or cars. Example: Porsche will not be legal and not intended for this class.
5. No porting and/or polishing of head and/or manifold. Head may be resurfaced Head and manifold must be stock. Head port casting must be able to be seen and or felt or it will be considered illegal. After market intake manifolds are permitted.
6. Replacement pulleys for water pump and power steering may be used.
7. Maximum compression ratio 10 to 1. (for grandfather cars only all others to be stock)
8. Pistons must be stock type and profile with stock wrist pin height. No dome or pop-ups.
9. Up to 500 cfm carburetor or factory stock fuel injection. If carburetor is used in place of factory fuel injection, maximum of (1) inch spacer. No modifications to carburetor allowed except removal of choke assembly. (Applies to grandfathered cars only)
 - a) Stock fuel injection for all others.
10. No after market distributors and/or distributor parts. No aftermarket electronic computers and/or components in ignition. Ignition must be stock for make of engine. Example: Toyota for Toyota, Ford for Ford.
 - a) Fuel injection must be stock for vehicle running.



11. Electric fuel pumps are allowed and must shut off with ignition switch.
12. No aluminum flywheels. No flex plates. Single disc, stock style clutch and pressure plate. **No ram clutches.**



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SECTION B-1: FIREWALLS, FUEL LINES AND FUEL PUMPS

1. Fire Walls:
 - a) All vehicles shall have a permanent fire wall between driver, fuel supply and motor.
2. Fuel Lines and Pump:
 - a) Fuel pump or fuel line is prohibited in the drivers compartment unless properly shielded. The shielding for fuel lines shall consist of steel braided material, **or blue poly, socket less fittings**. Fuel pumps in driver compartment must be properly shielded to prevent leakage in the event of damage or breakage of pump or lines.
 - b) Fuel lines must be more than (3) three inches from headers, unless shielded by metal.
 - c) Fuel shut off mandatory within easy access to the driver, conspicuously marked with bright orange paint and labeled ON AND OFF.
3. Ignition Switch:
 - a) All vehicles must have an ignition switch within easy access to driver in drivers compartment and clearly marked.

SECTION B-2: BODY, CHASSIS, AND DRIVER REQUIREMENTS

1. Roll Cage Requirements:
 - a) Any four cylinder front or rear wheel drive. No convertibles, four wheel drive or jeep type vehicles. **Factory RWD 4 cylinder trucks (Ford Ranger, Chevy S-10, Dodge Dakota, etc...) are permitted.** Max wheel base 105 inches. **No Enduro style pickups.**
 - b) Roll cage must be welded securely to frame using a six post design. Vehicles using a uni-body construction must install a 6 inch by 6 inch by 1/4 inch thick base plate affixed to outer flooring of the car roll cage must be welded to floor of car.
 - c) Rear roll cage hoop must be 6 inches behind the drivers head and 3 inches minimum above the drivers head. There must be a minimum of 2 horizontal bars connecting front and rear roll cage hoops and be a minimum of 3 inches above the drivers head (seated in car with helmet on.) Roll cage must extend from windshield to rear of drivers compartment with a loop at the front and rear. A (1) inch or better pipe placed at the center of the windshield. Two bars may be added from top of cage to rear of car (not to be attached to bumper). You may also run two bars from dash area to front in line with frame rails but end 6 inches before front bumper.
 - d) Uni-body cars are allowed frame bracing but no cross bracing.
 - e) Driver side must have three or more horizontal bars in door area. Passenger side must have two or more. A 1/4 inch steel plate may be installed from bottom side. Roll cage to be to rocker panel below rear of seat forward.
 - f) All roll cages must be of construction and quality to afford driver maximum protection against injury. Petty bars



recommended.

g) Nerfing bars are recommended but not required. Nerfing bars must touch the body for the entire length of the bar. Nerfing bars must give driver maximum protection. All nerfing bars must turn into car at ends.

h) Roll cages must be a minimum of 1½ inch O.D-.095 wall tubing.



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2. Body Requirements:

- a) No shortening allowed. Interior skin may be removed. Opening of wheel moldings allowed as desired. Car must not appear as a sheet metal box.
- b) If roofs are removed for roll cage installation, they must be reattached in stock form and location.
- c) Trunk and hood lids may also be stripped.
- d) Hoods must have an opening to expose the carburetor for firefighting purposes.
- e) Hoods must be kept in place by secure quick release pins.
- f) **ALL DOORS MUST BE WELDED, CHAINED OR BOLTED SHUT**
- g) All glass and lights must be removed. All open exterior holes must be covered after lights are removed.
- h) No after market spoilers of any type
- i) Stock metal only. Reproduction fenders and doors may be used. Must look stock.
- j) No fiberglass bumpers.
- k) Both bumpers must be securely fastened to vehicle or welded solid to chassis.
- l) Bumpers must contain an easy, visible and accessible way to be hooked and towed off the track.. **NO SHARP EDGES.**

3. Suspension Requirements:

- a) No racing adjustable shocks.
- b) Only rubber spacers permitted. No other spacers (i.e. lumber, metal chains etc.) may be used to alter the suspension of the car.
- c) Screw adjustment allowed on rear springs of car. Tubing and Heim ends may be used as replacement parts, stock dimensions
- d) No cutting of suspension with the exception of top of strut tower. Shifting of strut is permitted as it stays within the original strut tower.
- e) Steering quickner allowed.

4. Interiors:

- a) All seat cushions must be removed.
- b) Rear seat shelf must remain in vehicle.
- c) The stock floor pan, firewalls, trunk, trunk floor and wheel wells must be retained
- d) No built up interiors of any kind.
- e) No mirrors
- f) All holes in firewalls and floors must be filled in with at least 20 gauge steel.
- g) Windshield area must have heavy screen, no chicken wire.
- h) No plexiglass anywhere on the body.

Tires and Wheels:

- a) All wheels must be reinforced to prevent their loss.
- b) **DOT/Street tires are recommended, although an optional 13" American Racer may be used or a combination of**



~~each. Invading~~ 13" American Racer or Hoosier race tire are recommended, 8" DOT/Street tires, are also permitted. De Chargers may run their Hoosier race tire. (There are Bridgeport cars SITTING because they just bought American Racer Tires and the DOT/Street tire rule went into effect. Also the De Chargers and Super Trucks all run a race tire for SAFETY reasons. The race tire should be optional like in the Outlaw Stock Division. It is a



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safety issue. A driver has better control in the corners with a race tire. The Pa Limited Stocks run a DOT/Street Tire. As for lap times the race tire has been PROVEN to only gain a few tenths of a second over a street tire. Something to consider would be to add: ~~Any FWD car choosing to use race tires will not receive points towards the championship.)~~

- c) 8 inch maximum steel wheels with 60 series tires minimum.
 - d) ~~8 inch maximum tread on tires with 1/2 inch tolerance measured from edge of tire tread.~~
 - e) No aluminum, **or carbon fiber**, trick, die cast wheels allowed.
 - f) Bead locks allowed.
 - g) Tire grooving is permitted.
 - h) No broken or missing lug nuts.
 - i) ~~It is recommended that all RWD cars or trucks run a race tire and will receive points.~~
 - j) **Any offset rim is allowed, all 4 rims do NOT have to be the same offset.**
 - k) **No dzuz button wheel covers**
- 5.
6. Drive Train:
- a) Stock transaxle, rear, clutch assembly, and flywheel only.
 - b) Stock drive train only.
 - c) Spools permitted.
 - d) Automatics must have working torque converter-may be locked.
7. Air Cleaners:
- a) Any air cleaner system permitted as long as it's not air induction.
 - b) Air cleaning system must be kept in engine compartment.
8. Breaks:
- a) Stock brakes in stock mounting position.
 - b) Both back brakes and at least one front brake must be working at all times.
 - c) No after market proportioning of valves permitted.
9. Drivers:
- a) All drivers must be at least 16 years of age.
 - b) All drivers must have fire resistant underwear, gloves, shoes, and a one-piece fire suit.
 - c) All drivers must have neck brace and driver side window netting.
10. Batteries:
- a) Batteries in driver's compartment shall be secured and shielded to prevent leakage in the event of a turnover.
 - b) Battery shall have a marine style box cover secured to the metal box as to not allow movement of the battery.
 - c) Batteries located adjacent to the fuel supply of the vehicle must be secured in a metal box bolted to the frame



of the vehicle by at least four 3/8 inch line bolts and in such a manner to apply maximum pressure against the metal box to the frame.

d) Batteries located in any other area not specified shall be secured and shielded to prevent leakage in the event of damage or turnover.



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11. Seats:

- Molded metal high back seat with opening to allow seat belts to pass through.
- Seat shall be attached to the frame with at least 4 three-line 5/16 inch belts. Two bolts shall be installed at the bottom of the seat not more than three inches from the outside edge and two bolts shall be installed at the two most practical widely spaced points at the top of the seat back.
- Vehicles with metal seats do not require straps, but do require large washers at each bolt.
- Straps must be 2 inches wide and 1/8 inch thick connection each set of bolts on fiberglass seats.
- Seats must be mounted in front of doorpost and to the left side of the drive shaft tunnel.

12. Safety Belts:

- Quick release type five-point harness ONLY
- All connections are to be secured at frame.
- Shoulder harness must pass over a round bar located at the driver shoulder height.
- No alterations to manufacturers design.
- All belts must be in good condition and bear the date and manufacturer name.
- Date of manufacture cannot be more than 2 years.

13. Exhaust System:

- The outlet for the exhaust system shall be outside of vehicle and extend past the driver's door.
- Exhaust flow must be directed out and away from driver
- Stock or racing type muffler.
- Stock exhaust manifold, factory tube manifolds or shorty headers permitted. NO LONG TUBE HEADERS. (most of the De chargers run a factory tube manifold or a shorty header. Bridgeport only allows stock manifolds and this hinders the car count as many 4 cyl have tube manifolds or shorty header.)

14. Fuel Tanks:

- Fuel cell tanks commercially manufactured.
- Cells must hold no more than 4.99 gallons without rubber bladder.
- Maximum of 15 gallons with rubber bladder.
- Fuel tanks must be secured with three 1 inch wide 1/8 inch thick metal straps that shall be bolted to the frame of the vehicle by at least two 3/8 inch three line bolts and angled so it goes around the cell, except for the bottom, so as to apply maximum pressure against the tank to the frame.
- X type framework must be under tank.
- A reinforcing member of the SAME kind and size material as that used in the roll cage of the chassis shall be installed to the rear of the fuel tank joining the rearmost portion of the chassis to afford maximum protection to the tank.

15. Window Nets:



a) Must be used on the drivers side.



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16. Steering Wheels:
 - a) Padded center. Quick release pull pin type recommended.
 - b) Helmets SNELL 2005 minimum.
17. Fuel:
 - a) No performance enhancing products can be added to the fuel. (Thermal charged, nitrated fuels, oxygen induced chemical or oxides.)
 - b) Anyone using these additives will be fined \$250.00 have all points taken away and suspended for three (3) race events.
18. Water Overflow and Reservoirs:
 - a) Can not be mounted in driver's compartment.
19. Drive Shafts:
 - a) The drive shaft must be enclosed and secured front and rear by a 1/4 inch thick by 1 inch wide, a rod, or one inch steel tubing with .06 wall thickness.
20. Claiming Rules:

There will be a claiming rule in effect for all competitors. Any car that wins may have its engine, less headers and electronics claimed by the driver of another car finishing in one of the top 10 positions. The claiming price will be \$1000.00 (one thousand) in cash. If the owner of the engine being claimed does not accept the \$1000.00, he does not get paid for any position and loses points.

All claiming must be done within 10 minutes of the completion of the event and submitted to the pit shack in writing.

In case of duplicate claims, the claim will go to the car finishing furthest back.

No one driver can claim an engine from the same owner more than once during the same season.

All cars must weigh 2400 lbs. after the race with driver. Twin Cam cars must weigh 2650 lbs. with driver.

Weight to be adjusted as season progresses at Bridgeport Speedway at the track's discretion. Failure to meet minimum weight and or go over the scale will be immediately disqualified. **TRACK SCALE AND OFFICIALS DECISIONS ARE FINAL.**

21. Tow Hooks:
 - a) Two tow hooks installed front and rear of car.



On occasion, situations may arise that are not covered in this rule package ALL rulings and interpretations of the rules included herein will be made by Bridgeport Management and/or Officials. Such rulings and interpretations shall be deemed final.