

Bridgeport Speedway

2007 - 4 Cylinder Street Stock Rules

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 interpretation` will not be tolerated. Track officials, as always, have the final say as to whether or not a car competes. Bridgeport and/or Little Bridgeport Management may confiscate illegal parts and components.

If it is NOT STOCK for your race car's make and model it is NOT LEGAL. The burden of proof for being stock for your race car's make and model rest on the car owner and/or driver.

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 and are in no way a guarantee against injury or death to participants and/or spectators.

Section A: Engines

1. ENGINE AND COMPONENTS must be STRICTLY STOCK, original manufacturer parts for specific make and model. THE ONLY MODIFICATIONS 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 MORE MIX/ MATCH
 - a. Solid motor mounts are allowed in original mount position and location
3. Maximum 2400 cc and max over bore of .040
4. No rotary engines. No turbos or super charged engines. No high performance engines or cars. Example: Porsche will not be legal and not attended for this class
5. Single cam, piston driven, 2 valves per head, 1 working spark plug per cylinder, 4 cylinder engines only. No Roller cams or rockers. Cam Timing in Stock Position.
6. No shaving of heads, 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.
7. Replacement pulleys for water pump and power steering only may be used. These are the only pulleys that may be replaced.

8. Maximum compression ratio 10 to 1
9. Pistons must be stock type and profile with stock wrist pin height.
10. 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.
11. No after market distributors and/or distributor parts. No after market electronic computers and/or components on ignition - must be stock for make of engine. Example Toyota for Toyota, Ford for Ford.
12. Electric fuel pumps are allowed and must shut off with ignition switch.
13. Stock flywheel, clutch and pressure plate. No lightening of any components or modifications

Section B-1: Fire Walls, 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. 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 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 driver's compartment and clearly marked.

Section B-2: Body, Chassis, and Driver Requirements:

1. Roll Cage Requirements:

- a. Any four-cylinder piston type single cam front or rear wheel drive car. No convertibles, four-wheel drive, jeep, or truck type vehicles. MAX wheel base 105"

- 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 ¼ inch thick base plate affixed to outer flooring of the car, roll cage must be welded to floor of car.
- c. Rear roll cage must be 6 inches behind the drivers head and three inches minimum above the drivers head. There must be a minimum of two horizontal bars connecting front and rear roll cage hoops and be a minimum of three 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. Unit-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 two or more.
- f. All roll cages must be in construction and quality to afford driver maximum protection against injury.
- g. All cars must have nerfing bars. Nerfing bars must touch the body for the entire length of the bar. Nerfing bars must give driver maximum protection.
- h. Roll cages must be a minimum of 1-1/2 inch O.D.-.095 wall tubing.

2. Body Requirements

- a. Cars must be strictly stock.
- b. No cutting, chopping, shortening allowed, except chopping of the interior of door panel for roll cage clearance. Opening of wheel moldings allowed.
- c. If roofs are removed for roll cage installation, they must be reattached in stock form and location.
- d. Trunk and hood lids may also be stripped.
- e. Hoods must have an opening to expose the carburetor for fire fighting purposes.
- f. Hoods must be kept in place by secure quick release pins.
- g. All doors **MUST BE WELDED SHUT.**
- h. All glass and lights must be removed.
- i. No after market spoilers of any type.

- j. Stock metal only.
- k. No fiberglass bumpers.
- l. Both bumpers must be securely fastened to vehicle and welded solid to chassis.
- m. 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 modifying of the suspension. Parts must remain absolutely STOCK for make and model. Stock shocks only. No racing and/or racing type shocks.
- b. Only rubber spacers permitted. No other spacers (i.e. lumber, metal, chains ECT) may be used to alter the suspension of the car.
- c. No racing suspension allowed. Screw adjustment allowed on rear springs of car.
- d. No cutting of suspension with the exception of top of strut tower. Shifting of strut is permitted if it stays within the original strut tower
- e. Steering quickener allowed.

4. Interiors:

- a. All seat cushions must be removed
- b. Rear seat shelf must remain in vehicle.
- c. The shock floor pan, firewalls, 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-guage steel.
- g. Windshield area must have heavy screen, no chicken wire.
- h. No plexiglass anywhere on the body.

5. Tires and Wheels

- a. All wheels must be reinforced to prevent their loss.

- b. Tires must be stock D.O.T. passenger tires only. No truck, studded, snow tires, recaps, racing, or trick gum ball tires of any kind.
- c. 8" maximum steel wheels with 60 series tires minimum.
- d. 8" maximum thread on tires with 1/2" tolerance measured from edge of tire thread.
- e. No aluminum, trick, die cast, or bead locked wheels allowed.
- f. Beadlocks allowed.
- g. No broken or missing lug nuts.
- h. Tire grooving is permitted

6. Drive Train:

- a. Stock transaxle, rear, clutch assembly, and flywheel only.
- b. Stock drive train only.
- c. Spider gears in rear and transaxle may be welded.
- d. No spools of any kind.
- e. No lightening of flywheels.
- f. 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. Brakes:

- a. Stock brakes in stock mounting position.
- b. Both back brakes and at least one front break must be working at all times.
- c. No after market proportioning of values permitted.

9. Drivers:

- a. All drivers must be at least 18 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 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 4 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 a turnover.

11. Seats:

- a. Molded metal or fiberglass high back seat with opening to allow seat belts to pass through.
- b. Seat shall be attached to the frame with at least 4 three-line 5/16-inch bolts. 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.
- c. Vehicles with metal seats do not require straps, but do require large washers at each bolt.
- d. Straps must be 2" wide and 1/8" thick connecting each set of bolts on fiberglass seats.
- e. Seats must be mounted in front of doorpost and to the left side of the drive shaft tunnel.

12. Safety Belts

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

13. Exhaust System

- a. The outlet for the exhaust system shall be outside of vehicle and extend past the driver's door
- b. Exhaust flow must be directed out and away from the driver.
- c. Racing type or stock muffler.

14. Fuel Tanks:

- a. Fuel cell tanks commercially manufactured.
- b. Cells must hold no more than 4.99 gallons without rudder bladder.
- c. Maximum of 15 gallons with rubber bladder.
- d. Fuel tanks must be secured with four 1 inch wide ¼ 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.
- e. X type framework must be under tank.
- f. A reinforcing member of the SAME kind and size material as 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 driver side.

16. Steering Wheels:

- a. Padded center. No quick release pull pin type.

17. Fuel:

- a. No performance enhancing products can be added to the fuel. (Thermal- charged, nitrate fuels, oxygen induced chemical or oxides.)
- b. Anyone using these additives will be fined \$250.00, have all points taken away and will be suspended for three years.

18. Water Overflows 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 ¼" thick by 1" wide strap or by ½" rod or one inch steel tubing with .06 wall thickness.

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 ten positions.

The claiming price will be \$900.00, (nine hundred) in cash. If the owner of the engine being claimed does not accept the \$900.00, 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 engine 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. Failure to meet minimum weight and or go over the scale will be immediate disqualification. Track scale and officials decisions are final.

TRACK TIRE RULES;

- 1: All four tires must be American Racer stamped "Bridge" to be included in points fund.