

2012 Buzz Division Rules

The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Speedway rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.

*Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

*Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to insure safety, fair competition or any other reason that may be appropriate.

*Any interpretation or deviation of these rules is left to the officials. Any decision of and by Speedway Officials is final.

*Unsportsmanlike-like conduct can carry a minimum \$100.00 fine and/or suspension. Any and all fines will be added to the point's fund at the end of the racing season.

* Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.

*All cars must go through technical inspection prior to car taking to the track for practice. Cars will be weighed with driver, and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official.

Anything not specified in the rules must be UN altered OEM stock, in original position from the Original manufacturer unless other stipulated. All parts must have stock OEM casting numbers.

1. TECH OFFICIALS DECISIONS: Tech Officials decisions are FINAL.

2. UNSAFE VEHICLES AND/OR DRIVERS: At Race Director's discretion, any unsafe car or driver may be removed from the event at any time.

3. VEHICLE ELIGIBILITY: Any front wheel drive four passenger car with a four-cylinder engine. Any transmission, automatic, four or five speed will be allowed. Engine must be stock. No Turbo's, Super Chargers allowed. **Only OEM Stock Headers Allowed.** Stock engine includes any chip used. If officials find anything changed, the driver will be fined and now allowed on track.

4. TIRE ELIGIBILITY: DOT approved street tires ONLY, minimum tread wear rating 300, no wider than 60 series tires; NO exceptions.

5. RIMS: Steel Rims ONLY. After market rims OK, but must be the same size all around with no less than three (3) inch off set wheels. Maximum width, seven (7) inches. **No wheel spacers allowed.**

6. ROLLBAR AND STRUCTURE: Professionally made full roll cage required. A poorly built, improperly mounted, or badly engineered roll cage will not be permitted. At minimum, cage must include: Full front and rear hoop, appropriately braced to each other along the roofline: two driver-side door bars (X-design will be acceptable; appropriated mail-hoop backstays with no bends, located as close to 45 degrees from horizontal as practical; one main hoop diagonal; appropriate spreader plates and gussets; complete

360 degree welds of all joints. Each major load-bearing member must be formed from its own single, continuous tube. Shoulder harness bars strongly encouraged, and virtually necessary for proper shoulder-harness mounting. In some applications (the attachment point of all shoulder harnesses must be between zero (0) and 15 degrees lower than the seat-entry point); dash bars strongly encouraged.

A. **ROLLBAR TUBING AND PADDING:** Minimum tubing size for cars weighing less than 3000 pounds as raced is 1.50" x .120" or 1.75" x .095". Properly-bent, racecar-grade and quality tubing is mandatory; no stretched or crushed bends allowed. DOM mild steel is very strongly recommended over ERW (seamed) tubing.

B. All roll cage tubing must be padded with high density roll bar padding wherever a driver may contact the tube.

C. All attachment points on the vehicle must be selected and reinforced as necessary so that, in an accident, the cage will not punch through, tear, or grossly distort the attachment point. Spreader plates, backing panels, gussets, and/or reinforcing elements are required to meet this goal. Cages mounted to rusty, thin, under-supported or otherwise improper attachment points will not pass technical inspection.

7. DRIVER'S SEAT: Driver's racing seat mandatory. One-piece competition seats very strongly recommended.

All seats must securely attach to the floor or cage to avoid separation during a crash. All seats must be securely attached to the seat base and braced to prevent rearward failure.

8. ONBOARD FIRE EXTINGUISHER: Fully charged Type 10B: C, or Type A: B: C: extinguisher, 1.5 lbs or larger. Must be located within easy reach of the driver and secured via a proper purpose-made, all-metal quick-release bracket. No sheet metal screws or self-tapping screws allowed in mounting.

9. DRIVER'S HELMET: Undamaged, full-face Type SA helmet, Snell SA2000 or better, MANDATORY. Visors must be intact and in place. Sharing of helmets, fire suits, gloves, etc. is NOT RECOMMENDED.

10. FIVE or SIX POINT HARNESSSES: Five or six point harnesses MANDATORY, including fifth or fifth/sixth "anti-submarine" belt. All harnesses must be approved by Tech Officials; dated within four years of the race and properly mounted.

A. Harness mounting: Grade eight (8) or better hardware and three (3) inch or larger load washers are required when mounting sheet metal. Shoulder harnesses should be within 15 degrees of horizontal from load point to seat entry.

B. **ANTI-SUBMARINE BELT(s):** Should be mounted vertically. If this requires cutting a hole in the seat squab, don't route the belt(s) in a way that allows them to fray on a seat spring. If vertical mounting is impractical, the mounting point should be located behind, not ahead, of the belt

buckle.

11. COOLENT: Coolant must be water only, no antifreeze, antiboil, water-wetter, or other additives allowed. A function catch can is MANDATORY.

12. FIRE-RETARDANT CLOTHING: Fire-Retardant Clothing must be worn at all times while inside a racecar. If using a single-layer Fire Suit it is strongly recommended wearing fire-retardant underwear.

Fire-retardant racing gloves and shoes are MANDATORY.

A. Socks and Other Undergarments: Socks, shirts, and other undergarments made of synthetic materials (including nylon, Orlon, spandex, etc) will melt to the skin in a fire and are NOT ALLOWED. Nomex socks are strongly recommended.

13. GLASS, HEADLIGHTS AND TAILLIGHTS: All glass in the car must be removed. Lexan should be used for the front windshield. If using something else for the windshield, you must have approval from Tech Officials. All light holes must be covered from front and rear. You cannot use the front headlight holes to route air to the engine compartment.

14. AIRBAGS: All airbags must be disarmed and removed, and all airbag housings must be open for tech inspection.

15. WINDOW NETS: Window nets are MANDATORY.

16. FUEL LEAKS: Zero tolerance on fuel leaks. Fuel system MUST be in good working order. Any car observed with a fuel leak will be black-flagged and sent to the pits.

17. BATTERY: All batteries must be fully secured via proper, purpose-built battery brackets, battery frames, or sealed battery box. Zip ties, bungee cords, duct tape, macrame' plant holder, or other means will not be allowed. Positive "hot" battery terminal must be in a battery box or covered with insulation material.

18. CAR NUMBERS: Number must be shown on both sides of race car and hood. Car numbers must be at least 14 inches tall and clearly readable. Scoring MUST be able to see your car number to be properly scored. (See item 3)

19. FUEL BULKHEAD: The fuel-tank area must be totally separated from the driving compartment. For example, if the fuel tank is in the trunk, any openings between the trunk and driver's area must be permanently sealed with bolted, riveted, or welded metal panels. OE fuel tanks that are separate from, and located completely below, the trunk floor or rear-cabin floor are acceptable. If the fuel tank can't be completely separated from the driver's compartment by metal panels, a metal encased, certified racing fuel cell with all related compliant fittings must be used.

20. FUEL, OIL AND COOLENT LINES IN COCKPIT: Any fuel, oil or coolant lines that pass through the driving compartment must be encased by heavy-duty conduit, durable steel or aluminum pipe, or strong metal plate. OE metal lines in good condition in their original location are exempt from this rule, but encasement is still recommended.

21. NO T-TOP or CONVERTIBLES: Sunroofs OK, but must be covered with sheet metal and welded closed.

22. ENGINE FIREWALL: Gaps or holes in the engine firewall must be sealed with metal plate or OE-type grommets.

23. COCKPIT: Any loose objects in the driver's compartment can be a deadly missile in a crash; remove or secure all wiring, hoses and cables. Carpet, insulation, and plastic will burn quickly and release poisonous fumes. Removed as much of these items from the inside of the car as possible.

24. FUEL TANKS/FUEL CELLS: All fuel cell systems, including the OE fuel tanks and aftermarket fuel cells, must be grounded and in good working order. Maximum allowed capacity of fuel cell is 12 gallons.

A. Aftermarket Fuel Cell versus OE Fuel Cells: Fuel cells are allowed, but they are NOT mandatory.

If your car has a fuel tank behind the rear axle you MUST replace it with a racing type Fuel Cell.

B. Fuel Cell Installation: If you decide to install a fuel cell, it must be securely mounted in a professional manner and must be installed in a safe place where it won't be damaged in an impact

or drag on the ground if the car leaves the racing surface. All aftermarket fuel components must use threaded fittings and appropriate type hoses, and must include all appropriate racecar-quality

vents, valves and other safety features. Fuel-cell installations will be judged on their overall execution and apparent safety. Cars whose fuel cells do not feature internal foam, a puncture resistant bladder, and/or metal encasement will not pass technical inspection.

25. EXHAUST SYSTEM: Exhaust system must NOT leak and MUST exit the racecar behind the driver

compartment. Exhaust system will not be mounted near the fuel tank or any of its components.

Fuel

heating is extremely dangerous and will be avoided at all times.

26. SPRINGS/SHOCKS: OEM Stock non adjustable, non rebuildable shocks only. Springs must be same height, diameter and number of coils.