

2009-2011 OUTLAW STOCK RULES

VII. Bridgeport Speedway Enduro/Outlaw Stock Rules

A. NEW JERSEY STATE RULES

1. All drivers must be a minimum of 18 years of age with a valid drivers license
2. Drivers are required to wear a crash helmet. SNELL 2000
3. One-piece fire retardant drivers suit and gloves required.
4. An approved fuel cell is required and must be installed in the trunk area.
secured with three metal straps. Two front to rear, one side to side. There must be a firewall between the driver and the trunk area. Top feed fuel cells only. 22 gallon maximum.
5. An approved racing safety five-point lap belt and shoulder harness is required.
6. A racing window net, installed on the driver's window is required.

B. CAR AND BODY

1. U.S. manufactured cars only, no station wagons, convertibles, vans, pick up trucks or 4WD
2. Minimum wheel base is (104")
3. All glass must be removed. Windshield must be replaced with heavy duty mesh
4. All cars must retain their stock appearance, no cutting, chopping, channeling or shortening allowed. Cutting of fender wells allowed for tire clearance.
5. Chrome trim on all sides must be removed. No outside or inside rear view mirrors allowed.
6. Non metal interior trim and seats must be removed. Drivers seat must be re-placed with an approved racing seat. Seat must be securely mounted to roll cage.

7. All doors must be welded shut. Driver's door side must have at least one brace bumper height on the outside of door.

8. All cars must be equipped with a six point roll cage surrounding the driver of a design, construction and quality affording the driver maximum protection. A full roll cage is required. A minimum of three side bars inside the driver's door and two side bars on the inside of the passenger door.

9. Front hood and rear trunk lid must be chained down. A hole must be cut in the front hood to expose the carburetor for fire fighting.

10. Two (2) tow hoops, one front and one rear.

11. Factory firewall and floor pan with full inner fender wells, trunk floor may be removed to mount fuel cell.

12. Trunk must be sealed from driver's compartment.

13. Body must remain stock appearing. OEM body panels only. (No flat sided bodies)

14. Fenders may be cut for tire clearance only.

15. No spoilers of any kind.

16. Fuel shut off valve within driver's reach and clearly marked ON/OFF
MANDATORY

C. SUSPENSION, TIRES AND WHEELS

1. Suspension parts must remain absolutely stock for that make and model.

No spacers, lumber, chains, etc. may be used to alter stock suspension of the car. Must remain stock position. May use tubular "A" arms, front jack bolts may be added.

2. Racing springs allowed. Safety hub or reinforced wheel required on right front. Steel racing wheels allowed.

3. After market shocks allowed. (Must mount in stock location in rear.) Front shock mount location may be outside of "A" arms.

4. Four (4) wheel brakes mandatory. Must be in good working order at

all times. Brake adjusters in cockpit allowed. Steel brake lines mandatory.

5. Any added weight must be securely mounted inside frame rails only, and painted white with car number marked on it.

6. Maximum wheel width 8" with a 70 series tire. Maximum tread with 8" No racing tires. Tires may be grooved.

7. Passenger car tires only with street DOT numbers allowed and readable. No truck tires or cheater slicks.

8. No magnesium or aluminum wheels allowed. Beadlocks allowed.

9. Large lug nuts mandatory, (minimum 1/2" wheel studs required.)

D. ENGINE

1. Engines must be stock for that make and model and in its original mounts. 360 cu/in maximum.

2. Stock carburetor and manifold. No multiple carburization allowed. No Holley on GM vehicles. (i.e. quadrajet-GM, Ford/Ford, etc.)

3. Factory fuel injection is permitted on those years of cars when furnished as O.E. equipment .

4. No oil coolers or radiators in driver compartment. After market aluminum radiators allowed.

5. No pop-up pistons. OEM heads. No angle plugs, darts or world products. No after market heads.

6. No aluminum intake manifolds. Cast iron. One four barrel, one two barrel.

7. Guide plates and screw-in studs allowed. Single stud roller rocker permitted No stud girdles or rev kits.

8. Minimum 14" of vacuum at 1000 RPM.

9. Any flat tappet cam.
10. Headers permitted, No Tri-Y's.
11. After market oil pan permitted.
12. Must be battery type ignition. MSD permitted. Internal or external coil. No MSD boxes.
13. Mufflers mandatory.

E. TRANSMISSIONS

1. Stock transmission only. Manual or automatic. Must have reverse.
2. No external oil coolers allowed.

F. REAR

1. Nine (9) inch Ford rear optional with stock mounting location.
2. Locked rears permitted. (welded or mini spools.)
3. Posi traction rears permitted.
4. Two drive shaft loops mandatory. (one front, one rear) No chains
Must be 360 steel only.
5. No aluminum drive shafts. Must be painted white with car number on it.

G. MISCELLANEOUS

1. Battery may be relocated but must be contained in a marine type container and securely fastened.
2. A fire extinguisher securely mounted with a metal strap within reach of the driver is required.
3. Car numbers must be at least 18" and on both doors, roof and/or the hood facing the passenger side. No letters or duplicate numbers allowed.
4. No two way radios allowed.

H. ROLL CAGE AND BARS

1. Cage must consist of 1 ½" OD tubing mounted and welded to the top of the frame. Must have a wall thickness of no less than .095 (.120 recommended)
2. Vent window bars recommended
3. Drivers compartment must be padded.
4. Engine loop bars must tie into down tubes on front of cage.
5. Single rub rail per side are optional. Must be rounded and turned into body.
6. 1 ½" max diameter for rub rails. Must be securely fastened.

I. RACING PROCEDURE

1. All starting positions will be determined by registration order ,with a prepaid registration given preferred starting positions.
2. If a car gets a flat tire during a race, the driver will exit the track from the second turn exit or pull into the infield. If a driver loses a wheel during the race, or if the tire separates from the wheel, allowing the wheel to ride directly on the track, that driver must stop te car or pull into the infield as quickly as possible, and not proceed any further.
3. Pit stops will be permitted under green flag conditions in a safe and orderly fashion only. Pitting under red flag will result in a five-lap penalty. Re-entry to the track must be through the staging lane and as directed by the pit officials.
4. Pit speed limit is 5 mph, exceeding the pit speed limit will be cause for a five lap penalty or disqualification from the event.
5. A red flag will be displayed if the track is blocked or if a drivers' safety is at risk. All cars must stop immediately. Cars moving under red flag conditions will receive a five lap penalty or disqualification from the event. The race will be restarted in the same positions as before the red flag. Any car involved in the blockage tat can continue may do so.
6. The final finish will be determined by the official Bridgeport Speedway scorer.

I. CLAIMING RULE

1. There will be a claiming rule in affect. Any car that finishes in the money can have it's engine claimed by the driver/owner of another car that finishes in a money paying position.
2. The claiming price will be \$1000.00 in cash. If the owner of the engine being claimed does not accept the \$1000.00, he does not get paid for any position.
3. All claiming must be done within 10 minutes of the completion of the event and submitted in writing to the pit steward.
4. In case of duplicate claims, the claim will go to the car that finished furthest back.
5. No one driver can claim an engine from the same owner more than once in the same season.
6. Claims will include engine claimed less carburetor, electronics, and headers.

******NOTE******

All cars must meet minimum standards set by the State of New Jersey, Department of Law and Public Safety DMV.

K. These rules are designed with minimum changes and will be the same for a minimum of (3) three years. 2009, 2010, 2011.

On occasion situations may arise that are not precisely 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.