



2021 COMPETITION RULES

STOCKTON MINI CUPS DIVISION

INTRODUCTION

All parts with identification numbers removed or covered will be considered illegal. It is ultimately the obligation of each participant to insure that his or her conduct and equipment comply with all applicable "The New Stockton 99 Speedway" rules and regulations. No expressed or implied warranty of safety shall result from publications of or compliance with these rules. 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, spectators, or others.

Track Officials interpretations shall supersede any and all other interpretations. When there is no specific rule to govern the occasion, the Official's ruling shall be final. In order to assure fair competition, any Official may require a competitor to change or modify equipment, or may require a competitor to compete in the next higher division. All equipment is subject to the approval of Track Officials. The rules as set forth on the following pages are intended to be as cost effective as possible. No equipment will be considered as having been approved by reason of having passed through inspection. Any equipment which does not conform to the specifications or tolerances contained in "The New Stockton 99 Speedway" rulebook will not be eligible for approval during the 2021 racing season. All cars may be weight factored at anytime to equalize the competition.

ELIGIBILITY:

Drivers 8-16 years of age are eligible to race as Future Star. All drivers, owners and mechanics must be registered members of Stockton 99 Speedway and in good standing. The charger or learners permit license is the appropriate license for this division.

If driver is under 8 years old, but would like to compete as a Future Star, the following conditions must be met for approval:

1. Be approved by Tony Caputo
2. The driver must start at the end of the field in the first three events.

COMPETITION AND RACE PROCEDURE:

1. No engine or carburetor body may be changed after a car has posted a qualification time or competed in a qualifying heat race without the permission of track officials. If permission is granted, they must start at the tail of the field in next race and the engine or carburetor body will be impounded by track officials and is subject to technical inspection.
2. Officials may at discretion, make a determination regarding the line-up of cars for any qualifying, heat races, semi features or consolation races and feature races.

TIMING AND SCORING:

1. At tracks using an AMB style transponder system where the transponder must point down toward the track, the standard location for the transponder shall be at the rear of the car, on the side of the rear down-tube on either the left or right side of the chassis. Only one transponder may be mounted per car, and all transponders must be operational. Penalty will be last place points. See photo below for example how to mount.



GENERAL BODY REQUIREMENTS:

1. All bodies must be styled to resemble a NASCAR stock car.
2. Hinges and pin kits required. Roof opening must be hinged in front only. Positive latches that can be opened from inside and outside body required. Hood and trunk must be held shut with positive pin fasteners-one (1) on each side or fastened in a manner acceptable to official(s). Roof rails no taller than . inches running the length of the roof and rear window are permissible. These are for aesthetics only and provide no performance advantage.
3. Cars must be neat-appearing. Chassis must be painted or powder coated. Body interior may be left unpainted. Any body damaged must be neatly repaired by the next event.
4. Body exterior dimensions shall be no more than 120 inches long, 47 inches in width. Body must remain level with chassis and cannot be offset on frame.
5. All components shall be in top quality condition. Bodies cannot be altered from original manufacturer. Any reinforcement of body must be acceptable to official(s).
6. Fenders may not be cut or altered except for tire clearance, subject to approval by official(s). No fender flairs.
7. At post race tech all Future Stars cars must weigh a minimum of 650 pounds with driver as raced. Maximum left side weight is 55% of total race weight. All weights will be calculated on scales approved by track official. It is the responsibility of the race car driver to see that their car meets the specified minimum weight requirements as raced.
8. If weight is needed to meet minimum requirements, use of steel or lead (no buckshot or BB's) be painted white and have the car number written on it for easy identification.
9. Weight must be attached to frame, or placed inside frame rails. With grade 8 hardware and cannot slide from front to back or side to side.
10. All weight must be located inside driver compartment or approved weight containment box. Original chassis manufactures weight containment boxes are approved.
11. For old MMI chassis, the lower outside chassis tubes on the right and left side only may be replaced with 14 gauge 2x2x37" square channel for weight containment. Weight bars must not extend

beyond existing rear horizontal chassis bar or change the balance or design intent of the car in any way. Weight and/or fastening systems subject to approval by track officials.

12. A non-adjustable spoiler must be attached to the rear deck lid. The spoiler must not be modified in any way from the original design and must be manufactured by the same company as the body it is installed on. The spoiler must maintain the same contour as the production deck lid with a minimum angle of 35 degrees.

13. Lexan must be minimum thickness of .060, but may be thicker. Tinting of rear and quarter windows is permitted. Lexan may be attached by rivets or nut and bolt. Bracing is allowed on front windshield and rear window.

14. Left side speedway window must have window net fastened to roll cage (may have quick release mechanism). Right hand window may have Lexan window that can be easily removed by safety crew. No enclosures of any kind will be allowed in the left speedway window.

15. No vents are permitted in right side speedway window.

16. Mirror glass must be secured with silicone or equivalent. Side view mirrors cannot extend beyond the widest part of the car body. ALL MIRRORS ARE SUBJECT TO APPROVAL BY OFFICIAL(S).

17. All dashboards must be constructed of aluminum and fastened in place. All switches must be installed on the left side of the steering wheel. Dashboard may be painted flat black. All dashboards are subject to approval by official(s). Ignition shut-off switch must be labeled, showing on and off.

18. Foot box interior must be constructed of aluminum at least 22 gauge. Panels must be securely fastened to chassis. Panels may be added to keep debris from driver's compartment. All interior panels are subject to approval by official(s).

19. One engine cooling hose from the outside of the vehicle to interior of engine compartment is permitted. This hose must be mounted in the rear side window. The pickup point of the hose must not exceed the outside body lines of the car. The hose, or an extension thereof, must not extend more than 1 inch past the inside edge of the firewall or engine covering. The diameter can be no larger than 3 inches. The rear window may not be altered or drilled.

20. Engine covering must extend to the body in all directions.

21. Bumpers must be hollow steel tubing and fastened to chassis.

EQUIPMENT AND GENERAL ACCESSORIES:

1. All cars must be fitted with an aluminum racing seat that fits the driver's physical characteristics.

2. All seats must be securely mounted in the center line of the vehicle. The seat center line must match that of the chassis not track width. The seat can not be off set.

3. All drivers must wear head and neck restraints...(ie HANS type device)

4. Two-way radios are required for all cars. No Radio's No Race or Practice NON NEGOTIABLE.

5. All belts all belts and harnesses must be of the 5-point type and meet the following minimum requirements:

A. Have a minimum SFI rating of 16.1

B. 2 inches wide for Future Stars

C. Be dated by the manufacturer and no more than 3 years old.

D. A quick-release seat lap belt is required.

E. Both ends of the lap belt must be fastened to the roll cage with grade 8 bolts not less than 3/8" in diameter.

F. Shoulder harness must come from behind the driver's seat. Inertia reels can be used.

6. Mini Cup specific parts such as spindles, cradles, A-arm etc. must be manufactured by approved manufacturers. No homemade or "better engineered" parts. Bolt on or replacement parts such as

heim joints, clutches, wheels, etc. must conform to this rulebook but may be purchased from any source. In order to make it easier for racers to keep their cars on the track you will be allowed to interchange parts. i.e, suspension parts from one approved manufacturer may be installed on a chassis built by another approved manufacturer. All homemade or "better engineered" parts remain illegal.

GENERAL ENGINE REQUIREMENTS:

1. All engines must be sealed. Approved seals are REX Racing Engines, Stockton 99 Speedway, CMRA, WSRA, and MMRA all other seals are illegal.
2. After owning engine for one race season (i.e. 2014, 2015, 2016) if it is a non REX seal it must be resealed.
3. REX Hutchison Racing Engines (4526 Auburn Blvd, Sacramento, CA 95841, 916-483-9563) is the official sealing station.
4. Only Honda GX390K1 or U1 engines will be used in mini cup competition. Serial numbers cannot be removed from engine block.
5. Engine must remain in stock location. Offsetting of engine is expressly prohibited.
6. No interchanging of parts from different engine models except that using U1 crankshaft and rods in a K1 motor are allowed. This includes the GX390 QAE also. The new Honda piston and rings may be used in older engines as well.
7. Engines cannot be altered from stock factory Honda specifications unless otherwise noted in this rulebook.
8. All parts must be factory Honda parts designed for the GX390K1/U1 and will be checked against factory Honda parts unless otherwise noted in this rulebook. All official decisions are final.
9. Specifications for the Honda GX390K1 engines can be found on page 2-4 of the Honda Shop Manual, part number 61ZH910.

DETAILED ENGINE REQUIREMENTS:

1. Internal and external governor system may be removed. Governor shaft hole may be plugged or vented.
2. Zero piston pop-up is allowed. Bore may be clearanced, and may not exceed the maximum service limits. Bore may be oversized by 10 thousandths (.010), 20 thousandths (.020), or 30 thousandths (.030) with Honda replacement pistons only. Top piston ring may be oversized. Stock or aftermarket ring permitted. Top ring is a non-tech item. No gapless rings. No tech on rings except for thickness and width.
3. Crankshaft may be shortened by a maximum of 1.250 inches at the clutch end. Clutch bolt hole may be retapped. No lightening, polishing, or balancing of the crankshaft is allowed. Crankshaft may be ground .010 and use of a .010 Honda replacement rod is permissible.
4. Piston and connecting rod must remain stock standard size, no grinding, polishing or sizing modification allowed, although modifying oil lubrication hole is allowed. Also, top of piston crown may be machined to ensure 0 piston pop out. Dish in top of piston must remain a minimum of .080
5. Rotating the piston or rod is expressly forbidden.
6. Any replacement rod bolt is allowed, as long as the rod is not altered or modified, except for oil lubrication hole as specified above.

CYLINDER HEAD:

1. Cylinder head must remain stock.
2. Cylinder head may be machined to a minimum thickness of 3.730 inches.

3. No porting, polishing or sizing of any part of the cylinder head is allowed. New Honda heads with the casting Z1C-ATA-1 have their ports ground from the factory. This grinding ONLY will be considered legal because it is from the factory. No additional grinding will be allowed, and it will be up to the officials discretion to determine if a head has been ground beyond the usual seen from the factory.
4. Only stock valve grinding angles allowed. 30° first& 45° second.
5. All cylinder head dimensions will be from stock Honda parts.
6. Worn valve guides may be replaced with stock Honda valve guides or with a bronze guide-liner and must remain in stock location.

CAMSHAFT:

NOTE: Mini Cup engines must compete using the profiled camshaft as described below which has not changed since 2001. This is the only camshaft profile allowed.

1. Camshaft timing cannot be changed from Honda factory specifications. (See Honda Manual)
2. A reground Honda camshaft must be used meeting the following profile and must be checked at the lifter against the camshaft. Specifications are listed below. If a cam does not meet the profile below and track officials determine that the only reason is excessive wear on a formerly legal cam, the cam will pass tech for that race only and the driver will be instructed to have a new cam installed for the next event.

	<u>INTAKE</u>				<u>INTAKE</u>	
LIFT	DEGREES	POSITION		LIFT	DEGREES	POSITION
0.050	3BTDC - 3	ATDC		0.050	37 - 31	BBDC
0.100	14 - 20	ATDC		0.100	19 - 13	BBDC
0.150	30 - 36	ATDC		0.150	2BBDC - 4	ABDC
0.200	50 - 56	ATDC		0.200	21 - 27	ABDC
0.250	81 - 87	ATDC		0.245	MAX	
0.265	MAX			0.200	68 - 62	BTDC
0.250	48 - 42	BBDC		0.150	46 - 40	BTDC
0.200	19 - 13	BBDC		0.100	29 - 23	BTDC
0.150	1 - 7	ABDC		0.050	12 - 6	BTDC
0.100	17 - 23	ABDC				
0.050	34 - 40	ABDC				

VALVE TRAIN:

1. All valves, lifters, push rods and rockers arms must remain stock Honda GX390K1/U1 engines. Aftermarket valve springs okay if they meet the dimensions of the stock spring. One stock Honda

- shim allowed under both intake and exhaust springs. All dimensions will be taken from known stock Honda GX390K1/U1 engine parts. All other specifications will be from Honda GX390K1 shop manual.
2. A small groove may be cut in the valve stem for a safety (rubber) "O" ring to be installed. Groove must be no more than 0.020" deep – 0.750" from end of valve stem.
 3. Slot in rocker arm may be elongated to prevent binding.
 4. A stock Honda valve seal may be used on intake valve only.

HONDA CARBURETOR:

1. Honda GX 270 Carburetor is the only one allowed.
2. Choke may be removed from carburetor. Shaft holes must be plugged.
3. Any stock Honda jet may be used. Jet may be drilled.
4. Stock Honda throttle stop must remain stock, unaltered – although aftermarket throttle linkages may be attached to the top for throttle actuation only.
5. Jet size is open
6. No modifications of shaft or butterfly allowed. Must be stock shaft.
7. No polishing or grinding allowed.
8. Hole can be drilled in bottom of carb nut for adjustable jet. Adjustable jet may be used but may not be accessible to the driver during the race.
9. Idle jet hole may be resized
10. Idle jet tab may be removed
11. No polishing or sizing of insulator plate
12. Carburetor insulator must be drilled for pulse pump. Fuel pump must be pulsed from insulator only. Only one hole is allowed. NO AIR LEAKS.
13. No-go bore gauge .635
14. Emulsion tube must remain stock but no tech on holes.

NOTE: ONLY THE MODIFICATIONS MENTIONED ABOVE ARE ALLOWED.

ANY ATTEMPT TO CIRCUMVENT THE RULES WILL BE CAUSE FOR DISQUALIFICATION AND LOSS OF POINTS.

CARBURETOR GASOLINE FILTER:

1. Gasoline filters may be used. The location and size of the filter must be acceptable to official(s).

AIR FILTER AND ADAPTER:

1. All engines are required to have an air filter and carburetor adapter.
2. Air filter adapter MUST be Extreme Engine Systems part #390919 or equivalent for Honda.
3. Air filter cannot act as a ram air device.
4. Filter must be no bigger than 3.75 inch wide 4.25 inch long.

ENGINE/CAR ELECTRICAL ALTERNATOR:

1. Oil alert may be removed.
2. Charging system may be removed.
3. Charging magnets may be removed.

FLYWHEEL:

1. Flywheel may be balanced. Minimum flywheel weight must be 11 lbs. 10 oz. Weight must be removed from the outer edge of the flywheel. Any flywheel that shows signs of machining on the inside area will be deemed illegal. The tech official will have sole discretion and authority on this matter.

2. No other alterations to the flywheel allowed.

SPARK PLUG:

1. Any make or brand of spark plug may be used. Plug must remain unaltered from factory but sealing ring may be removed for head temperature sensor.
2. Aftermarket spark plug connectors may be used to replace stock Honda connectors.

IGNITION SYSTEM:

1. Altering the ignition timing from a stock Honda GX390K1/U1 specification is NOT allowed.
2. No alterations to the starter coil or other electrical parts are allowed.
3. Spark intensifiers are prohibited.

STARTER:

1. The electric self starter must be in working order. All cars must be capable of starting under their own power.
2. The starter cup is an extension of the recoil starter assembly and can be removed if desired. It also presents a hazard when adjusting the carburetor. The cup may be removed and replaced with the following fan flange (Honda part# 19512-ZE2-000) ONLY. The screen must be replaced and firmly attached to the motor in the original location and made of . inch mesh. Honda part# 19620-ZE3-810 may be used. It cannot be made of solid materials or be partially covered. A hole may be cut in the center of the mesh to allow access to the crankshaft nut.

BATTERY:

1. Battery must be located in stock location.
2. All batteries subject to approval by official(s)

ELECTRICAL SWITCH LOCATIONS:

1. All electrical switches must be located on the left side of the car and must be labeled showing the on/off positions.
2. A switch must be wire so as to ground the ignition.

ACCESSORIES:

1. Lap timers and other automated electronics (oil pressure, temperature and rpm) are allowed providing they are mounted securely.
2. Tach/temp sensor devices may be attached to the spark plug or exhaust. A small hole can be drilled in the pipe to accommodate the sensor.

ENGINE COOLING SYSTEM:

1. Air cooling components cannot be altered from Honda GX390K1/U1.
2. The stock shroud covering the head can be replaced with an aluminum shroud with maximum dimensions of 5" by 10". The replacement of this shroud is not a performance enhancement. The shroud must not extend further forward than the leading edge of the fins on the head. The intent is to equalize cooling over the surface of the aluminum head thus adding durability.

ENGINE EXHAUST SYSTEM:

1. Exhaust pipe must have no interior restrictions, minimum 28 inches long including muffler. No staged pipes allowed.

2. Muffler may be used. If used it must be RLV muffler part number 4120. muffler must be welded to exhaust pipe. Muffler must have one baffle.
3. Bracing to support pipe is legal
4. Exhaust wrap is legal but no coatings

FUEL AND OIL:

1. Fuel to be used at all events is SUNOCO 260 GTX also known as SUNOCO 98.
2. No additives to fuel (ie. Top end oil, oxygenators or nitro methane)
3. Oil is to be used to lubricate the engine only. Not for combustion. No additive designed to add power. Only legal additive is Prolong and Militec.
4. Fuel and Oil is a pass fail test if you fail it is a DQ and loss of all points and/or suspension.

FUEL CELL:

1. Use of fuel cell is mandatory must be 1.5 gallons or less
2. Fuel cell location must be as manufacturer put it in the chassis.
3. All fuel lines must be secured by clamps or safety wire.

CLUTCH:

1. Only a dry centrifugal clutch is allowed. No transmissions, belt driven torque converters, oil bath clutches or axle clutches. Clutch and clutch components must meet the following requirements:
 - A. Ratech clutch # 1300S006
 - B. PREMIER Titan clutch only shoes, springs and drums manufactured by PREMIER for clutch #1000200 are acceptable.
 - C. Horseman Redhawk clutch or Bully Clutch is legal

CHAIN / GEAR SPROCKETS:

1. Only # 35 chain allowed. Only sprocket gears 53-80 tooth. No skip-tooth gears allowed. Chain guards permitted and must be acceptable to track official(s). No automatic or manual chain oiling systems permitted.

BRAKE COMPONENTS:

1. Only hydraulic disc brakes with steel rotors are permitted.
2. All cars must have brakes on front and rear wheels. Rotors and caliper mounts may not be altered from stock. No altered materials may be used. Brake bias may be adjusted from driver compartment.
3. All brakes and brake cooling component parts and installation must be acceptable to the official(s).
4. The rear axle must meet the following requirements:
5. Only 1.25" steel or chromoly hollow axles permitted. Maximum axle length is 40". No alternate materials allowed.
6. Both rear hubs must be keyed and secured to the axle. No floating hubs allowed.
7. Snap rings must be in place and safety wired
8. No self oiling bearings.

WHEELS:

1. 4 or 6 lug wheels are legal
2. 4 lug Douglas wheels part number 005-31 dimensions 8x6 are legal
3. 6 lug rims are 8x6.5

TIRES:

1. American Racer Mini Cup Tires sold by Penny Racing Supply are only legal tires.
2. No liquid or tire hardener or softeners allowed.
3. Nitrogen is allowed.

TIRE TRACK:

1. Tread width 43-45 in. measured at the widest point of the tire sidewall.
2. Aluminum spacers are allowed.

WHEELBASE:

1. Left and right side 59.5-60.5

CHASSIS:

1. Approved chassis are MMI, Townsend, NC Chassis, and Ultimate Motorsports.
2. All chassis must be painted or powder coated.

SUSPENSION:

Future Stars Cars must have a suspension consisting of the following:

Option 1: Four QA1 shocks part #8251 are standard either one or both front shocks may be replaced by QA1 # 8254 two 400# straight front springs any brand front mount only two 140# rear mount only. May be used in conjunction with shock option 2.

- The QA1 shocks must be bought through Tony Caputo.

Option 2: Four (4) Carrera shocks, Carrera part #3361, are standard. Either one or both of the front shocks may be replaced by Carrera part #3364.

- Two (2) 400# straight front springs, any brand allowed (front mount only).
- Two (2) 140# straight rear springs, any brand allowed (rear mount only).

Option 3: Four (4) Afco shocks, part numbers 1553 front and 1551 rear. Afco shock spacers part number 20178 and 20178-1 are legal for use on the rear with 1551 shocks.

- Two (2) 350# straight front springs, any brand allowed (front mount only)
- Two (2) 135# Straight rear springs, any brand allowed

Option #1 Mini Cup shocks will have a \$200.00 claim rule on each shock. Claim MUST be made in writing within 5 minutes after the checkered flag. MUST explain which shock or shocks claiming, MUST pay in cash, MUST be in top 5 and finish on lead lap.

1. Springs and shocks cannot be altered and must meet original factory specifications. Shocks/ springs must be used in designed areas with no combinations other than specified above.
2. A-arms, and other suspension related components must be original manufactured products produced by approved manufacturers. No homemade parts.
3. Front shock spacing may not exceed one (1) inch width upper mount.
4. All suspension and steering components are tunable without any component modifications.
5. Testing of spring rates by officials will be with a Longacre spring rater using the 1" compression, 1" measurement method.
6. No mixing and matching of different brands of shocks. All 4 must be Option 1 and 2 or 3

SPINDLES:

1. All spindles must be manufactured by approved manufacturers.
2. King pin angles, spindle diameters, spindle arm length and angle, and the location of the outer ball joint mounting hole must remain as originally designed when car was built by approved manufacturers.

STEERING:

1. All cars must be equipped with a steering column constructed of 0.750 x .065 steel tubing.
2. A quick release steel coupling acceptable to the official(s) on the steering wheel is mandatory. Only rack and pinion steering is permitted.
3. All steering linkage must be properly secured. A single U-joint may be installed on the steering shaft assembly. The U-joint is Afco part number 30309 or similar.

BODY HEIGHT AND GROUND CLEARANCE REQUIREMENTS:

1. All cars must maintain a minimum roof height of no less than 30.5 inches. Not including roof rails. Car height off the ground and body height, including rake or degrees of body angle, shall be determined by measuring overall height of car at rear of the hatch on the roof center line. AS RACED.
2. Ride height is 1 . in. on all parts of car AS RACED.
3. No weight shifting devices.
4. Officials will take into account damage incurred during the race for measuring ride height.
5. If there is a flat tire in tech a new tire with 18lbs of air will be put on or race tire aired to 18lbs and Tech will continue.

POST RACE TECH AND SCALES:

AS RACED means- as the car raced with driver and equipment after event.

1. Cars may be scaled after the race or qualifying event. 650 lbs -55% Left Side AS RACED.
2. Driver will remain in car until official tells them to get out.
3. Trunk and hood will remain closed until official opens it.
4. The Champions Engine may be torn down by Tech officials and Engine Sealer with no compensation regardless if it is legal or not.
5. Officials are not required to reach a conclusion regarding the legality of a car or parts at the race track, and may gather additional information in the days following the event before issuing a ruling.
6. *No equipment or car will be considered as being approved by reason of passing through inspection UNOBSERVED.*

PENALTIES AND FINES:

Mis-Adjustment infraction Examples of this include but not limited to minor ride height, minor weight, minor wheelbase, minor track width. Penalty is 5 positions or last car on lead lap. Up to Tech Official

Minor Tech Infraction Example but not limited to Transponder Location , fuel cell location or size. Air Cleaner Size parts not supplied by Approved manufacturer. Penalty Fine up to \$250 and up loss of all points for event. Illegal parts will be confiscated. Up to Tech Official

Serious Technical Infraction Examples but not limited to. Fuel, Engine, Carburetor, Exhaust Pipe, Shocks. Fine up to \$500, Total Loss of Points for entire season, suspension for up to entire season.

Up to Tech Official, Engine Sealer, Mini Cup Promoter, Track Promoter. Illegal parts will be confiscated.

Refusal to turn over illegal parts Fine of \$250-\$500 Disqualification from event, suspension from next event at each track. If on last race of season highest previous event points will be removed.

Cheating with Engine Seals Any Competitor and/or their immediate family who attempts to copy, mock, or circumvent approved engine seals will be banned from further Mini Cup Racing for life.

Any And All Rules May Be Changed At Anytime Without Notice.

PROTEST GUIDELINES:

1. Protestor must have finished on the lead lap and in the Top 5
2. Protest on item must be in writing and given by one individual
3. Protest fee must be IN CASH by one individual
4. Must be made within 5 minutes of Checker Flag for event to any Track Official
5. Carburetor \$ 500 (\$450 goes to the prevailing party \$ 50 to the Track)
6. Exhaust Pipe \$ 250 (\$200 goes to the prevailing party \$50 to the Track)
7. Engine \$1500 (\$1000 goes to the prevailing party \$500 goes to Track)
8. Fuel \$ 250 (\$200 goes to the prevailing party \$50 goes to Track)
9. Engine tear down will occur at Rex Hutchison Racing engines with the following people present. Glenn Hutchison, Tony Caputo, Track Official, One member from protested car.
10. No protest on non-performance items.
11. Any Driver/ Owner refuses protest is assumed illegal.
12. Illegal parts will be confiscated and destroyed with no compensation to car owner for illegal parts.

ENGINE BUILDING:

California Mini Cup Promoter----- Tony Caputo 916-300-5668

Rex Hutchison Racing Engines-----Glenn Hutchison 916-483-9563

CODE OF CONDUCT:

Code of Conduct is defined as all teams and their associates will promote sportsmanship. Violations may be viewed as, but are not limited to, verbal representation, written representation, electronic representation, social media and/or any representation that may represent the Stockton 99 Speedway, the Stockton Dirt Track, the Noceti Group and/or Motorsports in general and/or any affiliates. We do our best to present S99, SDT, NGI and its teams in the best light possible. We expect our teams to do the same. Fines and/or suspension can and will be imposed. **WHAT YOU SAY HAS WEIGHT, WHAT YOU TYPE HAS MEANING, WHAT YOU DO HAS CONSEQUENCES.**

GENERAL RULES:

1. All drivers are in vehicle when qualifying, during heat races and main events.
2. Drivers are responsible for tire removal. Tires and/or fluids must be removed from the speedway by the competitors. Purse/Payout may be delayed until disposal issues are resolved.
3. Competitors will come to the scale/pre-grid area in order. Positions will be posted at the pit shack and it the sole responsibility of the driver and or driver's crew to know the proper order for pre-grid. If a competitor is not found to be in his/her correct order, that competitor can be sent to the back of the starting order at the discretion of the chief steward.

4. If a competitor has a mechanical failure and cannot continue to participate in race, competitor must notify the official at the pit shack immediately.
5. When entering tech lane, no lifting, no jacks, no adjusting allowed. Failure to do so could result in losing qualifying or starting position at the discretion of track officials.
6. Cars failing to meet height or weight requirements will be sent to the back of main event, heat races, and/or trophy dashes, all to the discretion of track officials.

STOCKTON 99 LICENSE:

All division drivers and pit crew will be required to have a Stockton 99 License to compete.

- 2021 Competitors License \$100 each
- 2021 Pit Crew License \$60 each
- Pit Fees for all events: Licensed Members \$40, Non-Members \$50 **Special Events may have special pit fees. ex. 4th of July event.**

POST RACE INSPECTION:

All post race inspection is at the discretion of the official(s) and may include impoundment of the car for further inspection at the discretion of the official(s). Refusal to leave the car in impoundment will result in a disqualification and forfeiture of all points, monetary awards, and trophies. Additionally, there will be no refunds for the evening.

POST RACE PROTEST PROCEDURE:

Any car, or driver, may be protested by a car owner or driver in your class on that evening's event. Protest must be specific in nature of part(s) to be checked with a maximum of 3 visual per protest. Protest shall accompany a written protest, \$750, cash only, and a 2021 Stockton 99 license. Fee may be higher subject to severity of issue(s). To be determined by the Chief Steward, the sole discretion of the Chief Steward. Any entire engine subject to protest will accompany \$2500, cash only, and a Stockton 99 license. Car will be impounded by the Track Chief Steward and brought before the approved engine builder (to be determined solely by the Chief Steward) within 72 hours, with the outcome to be made public prior to the next scheduled race. Engine protests requirements are as follows:

- A. Protesting driver must finish the main event, on the lead lap.
- B. Protesting driver must be in the top ten in points.
- C. Protest must be deemed a legal protest.
- D. Protest must be made in writing within 5 minutes of the checkered flag of the prospective division that the protest is a direct result of.

Weight may be added at a Track Chief Steward's discretion to ensure equal/fair competition.

Drivers are responsible for all owner/crew/visitors in their pit area. Any fights/fighting will result in suspensions, loss of points, loss of any monetary awards for the night's event, and fines.

The New Stockton 99 Speedway reserves the right to change these rules and regulations at any time, without notice. These rules and regulations are subject to revision and/or amendment as needed in addition to the interpretations of the Track Officials.