

Cyber Stock General Rules & Procedures

1. The rules and/or regulations set forth herein do not express or imply warranty of safety from 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.
 2. Hartford Speedway may at any time make amendments to the rules set forth.
 3. Hartford Speedway officials shall have full authority over events. At the discretion of Hartford Speedway officials, any competitor may be penalized for rule violations, hazardous actions or assaults/threats against any official.
 4. Cars will be permitted to race after Hartford Speedway inspector approval.
 5. Wrecker Hook-ups/Chains must be mounted on front and rear bumpers and able to support car.
 6. No radios or mirrors are allowed.
 7. Drivers are responsible for the actions of their pit crews. At no time will any competitor or crew member be permitted to enter another team's pit area in a confrontation or threaten any speedway officials. If you have a problem with another driver then find a speedway official after the final race of the event where both of you can go to your competitors pit and have a discussion.
 8. All drivers must have a RaceCeiver one way communication device. It is the responsibility of the driver to make sure their radio is working at all times. Failure to comply with instructions issued over the radio due to device malfunction may result in removal from the race until your radio is fixed.
 9. The uses of pit boards or colored flashlights are prohibited.
 10. All drivers must have a transponder. (Yellow Westhold or the westhold G3 it is the drivers reasonability to make sure it is charged and mounted on the car in the correct placement.
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1. This division will be competitive. Hartford Speedway officials reserve the right to add weight to any location, install air restrictors on the engine, or impose a handicap at any time should any single car or driver dominate. 2. All competitors should have an extra 100lbs of lead painted white, pre-drilled, with 1/2" bolts and large washers, so this lead can be readily added to your car in the event of a rules infraction.
 3. No limited slip, locked, or welded differentials.

4. No computers (Laptops, smart phones, tablets, etc) will be permitted in the car during on track competition.

Cars

All cars will be a 4 or 6 cylinder, front wheel drive car, with a manual or automatic transmission.

1. Convertibles, 2 seat coupes, super or turbo charged cars will NOT be permitted.
2. Cars with four wheel steering from the OEM manufacturer will not be permitted. You may not adapt a four wheel steering car into a front wheel turn only.
3. These vehicles will remain stock, in their original form and shape. No alterations will be made to your cars, unless it is stated that you may do so.
4. All cars must have contrasting and easily identifiable numbers on the doors and roofs so that they can be easily read by the scoring tower. (This has been a problem, remember your numbers need to be read from at least 100 feet away. If you don't make your numbers easily identifiable then don't complain that you aren't scored properly!)

Safety Requirements Driver

1. Safety rules will be strongly enforced in this class. You will be required to have a full fire suit, a minimum full face Snell SA2000 or above approved helmet (DOT & Motocross Helmets will not be permitted because of the lack of fire protection), along with racing gloves, a 5 or 6 point racing harness in good condition and

properly installed, a good quality window net with a quick release latch, adequate roll bar padding, and an aluminum racing seat that is bolted at the bottom of the seat and the back to the roll cage (bolting the seat to the floorboard of the car will NOT be permitted). Racing boots, a neck collar or head & neck restraint is highly recommended.

Note: "Snell" is the foundation that provides the ratings for helmets. Approved helmets must have the "SA" on the identifying sticker to prove they are rated for fire resistance. SA2000, SA2005, SA2010, & SA2015 helmets are the only approved helmets for competition. For more information on the Snell foundation and rating systems visit: www.smf.org.

Car

1. Although we are strongly encouraging people to build and work on their own cars, if you have little or no experience putting in a safe roll cage, contact a good welder to help you install a good quality roll cage, your racing seat, and your safety belt and window net mounts. Your seat and belts must be mounted to the roll cage. Not to floor pan.

2. All cars will have a minimum of a 4 post roll cage. The minimum round tubing (Square tubing will not be permitted) size is 1 1/2" x .095 thickness, no exhaust tubing or old rusty well pipe allowed. The rollover bar will be behind the driver's

head, with the upper halo section constructed to give the driver plenty of head clearance & protection to provide safety in the event of a rollover. All cars will have a minimum of 3 driver's side door bars, as well as a single or an X door bar on the passenger side. A 30" wide by 12" tall by 1/8" thick driver's side door plate is required on all cars (minimum size). All doors must be bolted, welded or chained shut. The back of the seat must be secured to the horizontal back bar of your roll cage. An aluminum racing seat is mandatory. 3. Front Hoops may be added for safety as well as keeping the car from bending so easily. 1 3/4" round tubing maximum (no heavy square tubing or channel). You may build your radiator support rather than using the stock core supports. Stock bumpers & all front OEM sheet metal are still required.

4. Rear bars will be a maximum of 1 3/4" round tubing (Square tubing will not be permitted). The rear bars may extend rearward from the top of the cage behind the driver, angling down to the rear of the trunk area. You may also have 2 bars extending back from the middle section of the back hoop, rearward. No bars may extend through the rear of your trunk area. You may have an X in between your two rear diagonal bars. The rear strut towers may be supported with your back bars, to help keep your strut towers in place. We will be allowing bars to extend through the front and rear firewall, for added protection for the driver. These bars may attach to the strut towers, but may not go any farther. Cars must have a shut off switch next to the driver window which can easily be reached from the outside of the car by the safety crew.

5. A minimum of three (3) vertical driver protection bars are required in the windshield ahead of the driver. Wire mesh covering the windshield area is highly recommended.

Bumpers

1. We will allow you to beef up & secure your bumpers to your frame mounts, with a maximum of 1/8" thick angle iron or flat stock. You may add one piece of 1 3/4" x .090 (maximum size) tubing between your frame horns (both front & rear) to give you a solid place to attach your chain/cable hook-up. You may attach expanded sheet metal or screen in front of your radiator to protect from debris & mud.

2. Aftermarket nose and tail covers will be permitted. Stock bumper covers are permitted. Bumper covers are not required.

Towing Hookups

1. All cars are required to have a cable or chain to hook up to on the front and rear of the car in the event of needing to tow your car off the track. 2. You will be allowed to add one piece of 1

3/4" x .090 (maximum size) tubing between your frame horns (both front and rear) to have a solid place to attach your chain/cable hook-up. Make sure your tubing is welded solid & that your chain or cable will lift your car up safely & square with the track (not just around one side of the frame horn).

3. As we are trying to run a timely show you will get one warning on this rule. Penalty after that will be starting on the tail of next week's feature event.

Gas Tanks & Batteries

1. If the stock gas tank is located ahead of the rear axle, it may remain in place as is. Double check the gas lines and the tank straps, replace them if they are worn. All stock tanks located behind the rear end must be removed and replaced with a 10 gallon (or smaller) fuel cell and placed forward of the centerline of the rear struts in the trunk / rear seat area. Fuel cells must be isolated from the driver compartment and contained in a metal frame connected to the roll cage / rear strut support bars (simply strapping your tank to the floor of the car will not be permitted). All cars running fuel cells will be permitted to build a firewall from behind the driver seat leading to the trunk area consisting of 20 gauge (.020) minimum steel with absolutely no holes between the fuel cell area and driver compartment. It is HIGHLY RECOMMENDED that all fuel cells have a "roll over valve" installed to aid in keeping fuel from leaking out in the event of a roll over. 2. All fuel pumps are required to be wired into a master kill switch to be mounted behind the driver's seat that must kill all battery power before going to the stock vehicle harness or fuel pump.

3. All batteries that are mounted inside the driver's compartment must be completely enclosed in a marine-type box with a lid, and mounted securely. 4. Remember to disconnect your battery whenever working on your fuel system! 5. Skid plates (Steel or Aluminum OK) for cars utilizing stock gas tanks will be required. Cars using a fuel cell are not required to use skid plates.

Complete Stock Bodies

1. Doors, fenders, trunks, roof, may be skinned, but must remain stock, full, and intact. The main core of the body must remain intact between all strut towers for strength.

2. All glass must be removed 100%. All mirrors, upholstery, insulation inside & under the hood, carpet, tail lights & headlights, all loose trim on the exterior of the body, trailer hitches, and aftermarket add-ons must be removed from the car. Any material burnable in the driver's cockpit area must be removed. The original hood & trunk latches must be removed and replaced with a quick release hood pin system. Any car with a hatchback can weld or bolt your hatchback solid. All holes in the floorboard, front and rear firewall must be covered securely with sheet metal. Both front & rear bumpers must be strapped or chained to the frame, to prevent dragging. When you remove the vinyl covering on your dashboard, you may cover up

the “ugly stuff” with a piece of aluminum or sheet metal. Make sure all loose glass or material inside of the body panels are vacuumed out completely. All loose rust flakes or trim must be removed from your cars. Use a sledgehammer on your bumpers to knock off all of the loose material on the bottom side of your car.

3. Before your car will be allowed on the track, make sure the cockpit area as well as the trunk area is clean & vacuumed out 100%!

4. No “verticals” or “fins” to create more side-force will be permitted.

1. All steering and suspension will remain stock with no modifications front to rear & side to side. You will be allowed to adjust camber on all four corners. Wheelbase may be adjusted. Minimum wheelbase on either side may not be less than 92”.

2. You may have a quick release steering wheel for safety, but will have the complete stock steering assembly.

3. Struts may be taken off for inspection at any time.

4. Heim joint suspension components will not be permitted. All suspension components must utilize stock bushings and mounts. 5. Coil overs and adjustable struts will not be permitted.

6. Not made for racing shocks. One shock per wheel.

7. Spring rubbers and bump stops will be permitted

ENGINE

1. All cars may start with the stock key or with a push button & toggle switch, hooked directly to your steering column wiring harness. All of the stock wiring to your car will remain intact.

2. Engines and transmissions are to remain stock. Variable cam timing (VCT) engines will not be permitted.

Note: Common manufacturer variable cam timing engines include Honda VTEC, Ford Zetec, Toyota VVT-i & VVTL-i, GM Ecotec (not all Ecotec engines have VCT), and Mitsubishi MIVEC. Cars with these engines are NOT permitted. This is not a complete list and is ultimately the responsibility of the driver to make sure their car does not utilize variable cam engines. If you have a question about the legality of your car please contact the speedway and we will be happy to help you research your car.

3. If necessary in the interest of competition at any time Hartford Speedway reserves the right to install a 1" or 1.25" air restrictor that must be mounted within 6" of the throttle body. Any attempt to circumnavigate the restrictor to

Allowing air into the intake behind the restrictor will result in the drivers immediate disqualification from all event activities, forfeiture of all season points, loss of all prize winnings, and the immediate expulsion from the Cyber Stock division for the remainder of the season.

4. Stock Engine Control Module (ECM) only for all makes and models. Stand alone Engine Control Unit's (ECU) will not be permitted. Hartford Speedway reserves the right to inspect any ECM at any time.

5. A stock style exhaust system complete with a working muffler will be mandatory. 2.25" maximum OD size – catalytic converter not needed. No exhaust leaks or opening up of the mufflers allowed.

6. Absolutely no Antifreeze is allowed!

1. Stock wheels for that make & model of car are fine. 7" wide steel safety wheels of any offset are permitted. Maximum tread width is 74". Oversized 1" lug nuts are highly recommended on stock wheels and are MANDATORY on safety / racing wheels. All wheel weights must be removed from both the inside & outside of all wheels.

Tires

1. Any DOT tire with a minimum wear rating of 380 will be permitted. (No "racing" tires or performance tires such as Falken Azenias or Kumho Supra.). Weight

1. All cars will weigh a minimum of 2400 lbs race ready including the driver. 2. All lead will be painted white and will be secured with 1/2" bolts & flat washers. 3. All lead mounting will be subject to the tech official's discretion.

At any point during the racing season Hartford Speedway Officials have the right to place your car in the new HP cyber class.

Towing Hookups

1. All cars are required to have a cable or chain to hook up to on the front and rear of the car in the event of needing to tow your car off the track.

2. You will get one warning and will not be allowed to enter the track.

3. Hoods will NOT be removed for wrecker hookup, unless damage to the front has made tow hook up unusable.

4. a \$25 towing fee will be assessed for any unnecessary stopping on the track.