

MISSION VALLEY SUPER OVAL



2019 Rules



MVSO HOBBY RULES

2019-2022 Seasons

The Hobby Stock division is designed to promote greater interest in stock car competition, to enable new and inexperienced drivers to compete in their own class. It enables individuals with moderate means to compete without spending a significant amount of money for race equipment. Decisions on interpretation of the rules by Technical Inspectors shall be final. No changes from stock production automobile or component parts except as listed in these rules. If it doesn't say you can, you can't. Any equipment that the officials consider exotic or not in the intent of the rules shall be considered illegal.

**** ALL WEIGHTS WILL BE CHECKED PRIOR COMPETITION WITH DRIVER IN THE CAR ****

Engine Displacement	Base Weight (Before Penalties)
Up to 345 cid	Total 2,900 lbs. - Max Left 55% - Rear 48%
346 - 365 cid & GM 602 Crate	Total 3,100 lbs. - Max Left 55% - Rear 48%
366 or More	Total 3,300 lbs. - Max Left 55% - Rear 48%

Engine Penalties		
	Technology	
E1	Non-Factory Stamped Rocker Arm	25 lbs.
E2	Headers or Oversized Exhaust Pipe	25 lbs.
E3	Non-Factory Heads Chevy #042660-1 & Ford #053030-1	50 lbs.
E4	Camshaft Lift over .500	50 lbs.
E5	Compression over 11.1:1	50 lbs.

Chassis Penalties		
	Technology	Weight Penalty
C1	Chassis Wheelbase Under 108"	-1% Left Side %, 54%
C2	Chassis Wheelbase Over 114"	+1% Left Side %, 56%

How The Weight System Works...?

The goal of this system is to allow all cars that fit the various definitions of a Hobby Stock to compete legally, and balance the competition using weight. The first time a new car arrives at the track the tech official will ask the driver a series of questions about the specs & technology used in the engine and throughout the chassis. The Tech official will fill out the weight slip according to what the driver has stated. All of the elements covered on the weight slip are subject to tear-down at the end of the Main Event upon MVR official request to ensure proper compliance. If a driver adds new technology, it is the responsibility of the driver to notify tech of the change and get an accurate weight slip. Any car found to be in violation of the weight guidelines will be subject to immediate disqualification and will receive last place points and money, any records achieved that night will be stricken from the records. A second offense will result in disqualification, No Point and No Pay. Weight slip shown below must be located on the upper left or upper right corner of the windshield or on the driver's side sail panel of the car. It is encouraged that drivers who build cars specifically for this series consider Performance Vs Reliability and racecar sophistication vs the benefit of being light weight.

MVSO HOBBY RULES

MVSO	HOBBY STOCK
UP TO 345 CID	
346-365 CID	
366 CID OR MORE	
E1	25 lbs.
E2	25 lbs.
E3	50 lbs.
E4	50 lbs.
E5	50 lbs.
E6	50 lbs.
C1	-1% left
C2	+1% left
TOTAL WEIGHT	
LEFT SIDE %	
REAR %	

1. COMPETING MODELS:

Open to all American and Canadian made steel bodied passenger cars, 1960 and newer. No station wagons, Jeeps or convertibles. No front wheel drive, rear or mid engines allowed.

2. GENERAL SPECIFICATIONS:

A) Minimum ground clearance of all components is 5". All measurements will be made with driver in the car.

B) Body and frame must match, make to make, model to model, year to year.

C) Control arms may be welded to strengthen.

D) Over 108" Wheel Base permitted with no weight penalty. 101" Minimum. Cars with wheelbase 114" or longer get 56% left side weight.

3. ENGINE SPECIFICATIONS:

A) Stock production V-6 or V-8 engines only. No engine interchange between makes, (must be Ford to Ford, GM to GM). Engine must have been available to the general public to purchase. GM 602 crate motor permitted in all cars

B) Engine must be stock OEM. All internal parts must be OEM replacement part for make of engine except as noted.

C) Engine may be set back so furthest forward spark plug is even with spindle centerline. Front motor mount may be after market with no rubber, rear mount must be OEM transmission location may be without rubber.

D) Stock flat top OEM type replacement pistons only, may over bore of .060". Pistons may not exceed deck height. No racing pistons.

E) Hyper-Eutectic, Molly-coated allowed on skirts only. No other coating. TRW, Seal power and Keith Black are the only forged pistons allowed. 5/64, 5/64, 3/16 rings only. Full skirts only.

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F) Factory OEM “as produced” Stock steel rods. May use aftermarket rod bolts. Must be “as produced” bore, stroke and rod length combination. Crankshaft may be steel or cast.

G) Any flat tappet hydraulic camshaft. No solids, mushroom or roller camshafts.

H) No gear drives. No aftermarket distributors. OEM HEI ignition systems are approved. GM style HEI distributors approved.

I) Cylinder head casting must match engine displacement as produced with these clarifications: 461 castings, 1.94 intake Camel hump heads including 041,492 and 186 are acceptable on 350's not 400 Chevys, 289 head permitted on 351w. The following aftermarket direct replacement stock cylinder heads are allowed with weight penalty: Chevy heads/part # 042660-1(assembled) #042660 (bare) Ford heads/part # 053030-1 (assembled) #053030 (bare)

K) Chevy Vortec, or X heads are not permitted.

L) Restricted to 2.02 valve size. 3 angle valve jobs permitted. Only rebuild standard allowed is 30, 45 and 60 degrees. Poly-locks are permitted.

M) Screw-in or pinned studs, push rod guide plates are approved.

N) No stud girdles.

O) Chevrolet only allowed 1.5 rocker arms. Mopar and Ford adjustable rockers are allowed. Roller rockers are allowed with weight penalty. Must be factory rocker armratio.

P) No porting, polishing or gasket matching of heads.

Q) Exhaust manifolds must be stock cast iron OEM or stock replacement only, from a standard production car. Chassis or block headers are allowed with weight penalty. Maximum 2 1/2” exhaust from the headers/manifold back.

R) Fuel pump must be stock OEM type and mount in stock location. No electric fuel pumps allowed.

S) Stock steel or cast iron flywheels only. No aluminum flywheels allowed. No Corvette modular iron flywheels. Stock OEM type pressure plate and OEM Single disc clutches only.

T) Crate Engine Program:

1. GM 602 is the only legal crate engine.

2. Box stock Holley 650 cfm 4777 series carb only.

3. 602 Crate Carb PN: 0-80541-1 HP legal with weight penalty.

4. No modifications permitted.

5. No rebuilding engines – factory seals must remain intact. Exception below.

6. Tech officials reserve the right to inspect the internal components of crate engines only under paid protest from another driver. Engine will not be disassembled until new GM seal kit is present.

4. CARBURETOR AND INTAKE MANIFOLD:

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- A) Holley 500 CFM #4412 only. Only choke and related parts may be removed.
- B) No tubes, funnels, or any other devices which may control the flow of air is permitted inside of the air cleaner or between the air cleaner and the carburetor.
- C) A one piece 1-5/8" maximum in thickness carburetor spacer acceptable to Tech Inspectors is allowed.
- D) Stock cast iron automotive 2 barrel or 4-barrel intake with adapter. No high rise or GM Z-28 replacement manifolds of any kind permitted.
- E) No porting, polishing, acid dipping, adding epoxy or similar substances allowed on intake. No gasket matching allowed.
- F) An air cleaner is mandatory at all times. No foam type air cleaners. Top and bottom of air filter housing must be solid and be same diameter, K&N filter element OK. It is permissible to attach a shield in front of the air filter housing up to half the air filter circumference. It cannot be higher than the air filter element. No air boxes.

5. TRANSMISSIONS:

- A) A stock OEM automatic transmission, with a stock working torque converter is permitted. Three and four speed manual transmissions with all gears working is permitted.
- B) Transmission must bolt to engine with no modifications.
- C) All cars with manual transmissions must have an approved scatter-shield around clutch, or a constructed shield made of a minimum of 1/4" steel over the bellhousing section of the floorboard.

6. DRIVE SHAFTS:

- A) Drive shaft and universal must be similar in design to standard production type. Only a one-piece steel drive shaft is permitted.
- B) It is mandatory that two 160-degree solid steel brackets, no less than 2" wide and 1/4" thick, or steel chain, be placed not more than 12" from each universal joint and fastened to the floorboard.
- C) All drive shafts must be painted white.

7. BODIES:

- A) Bodies must be OEM steel and must remain stock.
- B) All glass must be removed except the front windshield. All chrome strips, door handles and other items must be removed. All upholstery, sound deadening, door panels, headliner material, carpeting, floor pads and seat must be removed. A Lexan rear window is optional.
- C) All body panels must remain stock and intact. Hood, roof and rear deck lid may be lightened. Front door panels may be cut out only if door bars are inside of door. Rear inner fenders must remain enclosed. Front inner fenders may be removed. Center of trunk may be removed for fuel cell installation only. Must have trunk floor, but rear inner fender wells can be removed. Cockpit needs to be sealed for fire protection and may be non-OEM but must be made of 22-gauge steel minimum.

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D) Bumpers must be strapped to the body. Bumpers may be reinforced within confines of original bumper. Front and rear aftermarket bumper covers allowed. Fabricated bumpers must be a minimum of 3" wide and resemble the stock installation.

E) No sharp edges. All edges must be rolled under.

F) Full floor boards and firewalls required. All holes must be covered with a minimum 22-gauge sheet metal.

G) Doors must be welded or bolted shut.

H) Hooks suitable for towing must be welded to the underside of all 4 corners of the car.

I) A non-adjustable rear spoiler, not exceeding 4" in height and not wider than the rear deck lid may be attached to the rear deck lid. (It is recommended that the spoiler be made of 1/4" clear Lexan). No rudders or forward brackets are allowed.

J) Rub rail permitted

8. MIRROR:

No Mirrors permitted.

9. RADIATOR:

A) Radiator must be mounted in engine compartment.

B) Aftermarket and aluminum radiators are permitted.

C) All cars will be equipped with a minimum 2-quart over-flow can.

D) Electric fans approved.

10. SUSPENSION:

A) All suspension components must be OEM for make (Ford to Ford, GM to GM) with no modifications except: right front may have longer bolts or elongated holes to obtain camber.

B) Springs must be OEM type. Springs may be cut and/or bent.

C) One shock per wheel. Shock mounts may be extended along original axis to allow use of long body shock. All shocks must be stock OEM appearing.

D) OEM front and/or rear sway bars are permitted. Must be mounted in stock holes.

E) Front spindles may be interchanged within manufactures line to allow disc brakes on early chassis only.

F) Lowering blocks and solid spring spacers are approved for use. No twist in spacers. Front spacers may be threaded but located around shock (coil only); rear coil spacers may be a solid type. May be interchangeable. Leaf spring cars may use either lowering plates under leaf springs or screw type as long as the u bolts have to be loosened and re-tightened in order to make height adjustment. No cam-actuated front to rear adjusters for rear alignment allowed. Adjustable shackles permitted on rear leaf spring eye only. Sliders permitted but must be bolted to mounting plate with shims adjustment.

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G) Metric cars may use older Nova spindles.

H) OEM rubber bushing only on rear, any bushing material on front

11. REAR ENDS:

A) Differential may be locked by welding or shimming spiders. Mini spools, OEM "posi" and limited slip differentials are approved for use. Full spools allowed.

B) Rear end must be in stock location and must use all stock parts for attachment.

C) No cambered axle housings. No gun drilled axles. Aftermarket axles highly recommended. C-clip eliminator allowed.

D) Ford 9" rear end allowed: must have drum brakes, no nodular, no aluminum, must have stock housing. Mini spools and full spools allowed. No floater rear-ends.

12. BRAKES:

A) Four wheel, stock, foot actuated brakes are mandatory. Adjustable proportioning valves may not be used. All brakes must work.

B) Must be solid mount. No free float. No drilled rotors.

C) Master cylinder must be OEM and mount in stock location.

D) Stock pedal assembly must be used and may not be moved or extended.

13. ROLL BARS:

A) Round steel tubing 1 3/4" x .090 inch or 1 5/8" x .120" minimum seamless roll-over bars are compulsory for the basic roll cage and must be approved by the Tech Inspectors. Aluminum and/or other soft metals are not permitted. Roll bar connectors must be welded.

B) For approved location of the various roll bars, please reference the basic roll cage diagram (some bars have been removed for clarity) in the back of this book. On unitized bodied cars, the cage must be attached to 6" square plates, minimum 3/16" thick. The plate must be fish-plated to plates with the same specifications by four 3/8" bolts. Maximum 3/4" offset cage.

C) A minimum of 3 door bars are required on the left side with 2 bars required on the right side. The left side door bars must curve to the outermost part of the door skin. It is required that a piece of 1/8" steel be welded to driver's side door bars. The material should be placed between the door skin and cover the seat area. As an option, the material may be welded between the door bars.

D) A dash bar connecting the front cage uprights is required.

E) A wing window bar is required on the driver's side and must be of approved roll bar material.

F) Only two bars (one on each side) may pass through the front firewall. The bars will attach to the front roll cage legs and attach to the radiator protector bar, with additional supports. Two bars may attach to the rear roll cage legs and must extend past the fuel cell. No bars from inside 4 point to beginning of front kick-up forward.

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G) All roll bars within the driver's reach, hands, legs and feet along with the steering wheel hub, must be padded acceptable to the Tech Inspector.

H) No bars, no x-ing or tying frames together under car. Cars with bolt-on sub-frames may use connectors. Connectors must only run parallel to wheelbase. No X-ing outside the 4 point.

14. RADIATOR PROTECTOR:

The radiator protector will consist of a maximum of 5 bars (1 1/2" ID, schedule 40 tubing maximum material), located in the following positions: Two bars upward from the frame horns, one bar across the front of the radiator, two bars mounted in front of A-frames and connected to upright bars.

15. FUEL CELL PROTECTOR BAR:

If the fuel cell is installed through the trunk floor, the car must have a bar installed at the rear of the fuel cell. The bar must be a minimum of 1 3/4" x .090 thickness and must attach to the frame rails and extend down and across the bottom of the fuel cell, with a center support bar that attaches to the rear cross member. (Protector bar is not required if fuel cell is installed above the floor of the trunk.)

16. WINDOW SCREEN:

A nylon window screen must be installed in the left side glass opening. The minimum window screen size shall be 22" wide by 16" high. All window screen mounts must be welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release type lever.

17. FUEL:

A) Fuel shall be automotive gasoline only.

B) The gasoline shall not be blended with alcohol, ethers, or other oxygenates and it shall not be blended with amine, or its derivatives, nitro compounds or other nitrogen containing compounds.

C) The Speedway reserves the right to require all cars to use the same fuel.

18. FUEL CELL:

Tech Officials will reject any previously approved fuel cells, containers, or check valves which appear to be damaged, defective, or do not function properly. Fuel cell vent check valves are compulsory. No pressure systems allowed. Any concealed pressure type containers, fuel lines or actuating mechanism will not be permitted, even if inoperable. The use of a commercially manufactured fuel cell is mandatory.

A) The maximum fuel capacity shall be 12 gallons and may not weigh more than 25 pounds' empty, including mounting hardware.

B) Must be mounted in center of trunk, a minimum of 12" ahead of rear bumper.

C) Fuel lines must run under the car and be securely fastened to the frame. Grommets are required where passing through the trunk.

19. FUEL CELL AND FUEL CELL CONTAINER INSTALLATION:

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The use of an approved fuel cell and container is mandatory. The fuel cell and fuel cell container shall be installed in accordance with the following requirements

- A) Fuel cell and fuel cell container may be fastened to the frame in a recessed support frame.
- B) Fuel cell and fuel cell container must be installed as far forward as possible in trunk compartment.
- C) Fuel cell and fuel cell container, installed in trunk compartment, must be secured with steel tubing no less than 2 lengthwise and 2 crosswise evenly spaced across the top. Tubing must be made of 1"x1" x .065 thick square steel tube. The support frame must be constructed using 2 tubes that are welded to and extend from the left side to the right side frame rails. Three tubes must be equally spaced across the fuel cell container. These tubes must be welded to the cross support tubes and extend down the front sides, rear sides, and under the fuel cell container.
- D) A firewall free of holes must be located between trunk and driver.
- E) The bottom of the fuel cell cannot be lower than 10" from the ground.

20. WHEELS:

- A) Eight-inch maximum width steel only, white spoke or equivalent.
- B) Maximum offset is 6", measured from bead of tire to lug nut seat.
- C) Wheel studs will be a minimum of 1/2". Stud must pass completely through nut when wheel is tight.
- D) Maximum up to 1-inch wheel spacer allowed if 5 inch or less offset wheel is used. Any spacer over 1 inch must be approved by tech official for suspension clearances only.
- E) No bleeders.

21. TIRE RULE:

- 1) Class Tire: Hoosier 790 or AMERICAN RACER.

22. HELMETS & NECK ROLLS

Neck rolls are MANDATORY! HANs or Hutchens Devise are suggested. It is recommended that all helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard regulations or the American Standards Institute, Inc. Snell 90 minimum.

23. SEATS:

- A) Aluminum racing type seat only. No fiberglass or stock bucket seats.
- B) It is recommended that all seats have padded rib protectors and seat leg extensions on both sides.
- C) A padded head rest approved by Tech Officials is required.
- D) Seat and seat belts must mount to the roll cage, not to the floor pan. Must use Grade 8 bolts and large flat washers.

24. SEAT BELT AND SHOULDER HARNESS:

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- A) A quick release lap belt no less than 3" wide is compulsory. Both ends of the lap belt must be fastened to the roll bar with high quality bolts, not less than 3/8" in diameter.
- B) Shoulder harness must be no less than 3" wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage, that will prevent the harness from sliding from side to side. Shoulder harness inertia reels cannot be used.
- C) A center (crotch) belt must be securely mounted to lower seat frame at the bottom.
- D) Where the belt passes through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting the belt.
- E) All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.
- F) Seat belts must be dated by the manufacturer and must not be used beyond 5 years after the manufacture date.

25. ELECTRICAL SWITCH LOCATION:

A clearly marked Master Battery shut-off switch within 6 inches of the center of the car must be installed. Emergency Responders must be able to reach the switch from both sides of the car. A brightly painted, solid square of at least 4 inches square must surround the switch. The shut-off switch must be operational at all times.

26. STEERING:

- A) A steel quick release steering wheel is strongly recommended.
- B) Center of steering wheel hub must be padded acceptable to Tech Officials.
- C) Tilt steering wheel may be removed. Straight collapsible shaft permitted.
- D) Factory Steering Box Only. Aftermarket steering quickener permitted. No Rack & Pinion Steering.

27. ACCESSORIES:

Race cars will not be permitted to carry onboard computers, micro-controlled processors, recording devices, electronic memory chips, digital readout gauges or traction control devices.

28. MUFFLERS:

- A) All cars shall be equipped with exhaust systems, including mufflers with no leaks or holes.
- B) No cars shall exceed 92 D.B.A. at 100 feet.
- C) Maximum exhaust shall be 2 1/2" I.D. Exhaust pipes must extend past drive and exit between door and the rear tire. Any exhaust above 2 1/2" subject to 25 lbs. weight penalty.

29. BATTERY:

- A.) Battery may remain in the engine compartment, be securely mounted in an enclosed box and accessible from under the hood or relocated inside of car. If inside of car, it must be securely mounted in a protective container. It can be no further back than the stock rear firewall and cannot protrude

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through the floor. The battery box will be six sided and not significantly larger than the battery. A clearly marked Master Battery shut-off switch within 6 inches of the driver's door must be installed. Emergency Responders must be able to reach the switch. A brightly painted, solid square of at least 4 inches square must surround the switch.

B) Dry-Cell Battery Required

30. NUMBERS:

A) A minimum 24" high, 3" wide number is required on the door area (and only on door area) of both sides of car. A minimum 30" high, 3" wide number is required on the top of car facing the right side.

B) 5" high number is required on upper right-side windshield.

C) A minimum 8" high white number is required on the upper right corner of the windshield.

D) Numbers will be assigned by the Speedway office and must be renewed each year.

31. FIRE CONTROL:

A) Race cars must have fire extinguishers securely mounted within reach of the driver. This extinguisher must be mounted on a metal mounting bracket (no extinguisher may be taped to roll bars). It is strongly recommended that each car have built-in fire extinguisher equipment, but it cannot be of the dry powder type. ALL ENTRANTS SHOULD HAVE IN THEIR PITS AT ALL TIMES A FULLY CHARGED 15 POUND CAPACITY DRY POWDER FIRE EXTINGUISHER OR ITS EQUIVALENT, SHOWING CURRENT INSPECTION CERTIFICATE.

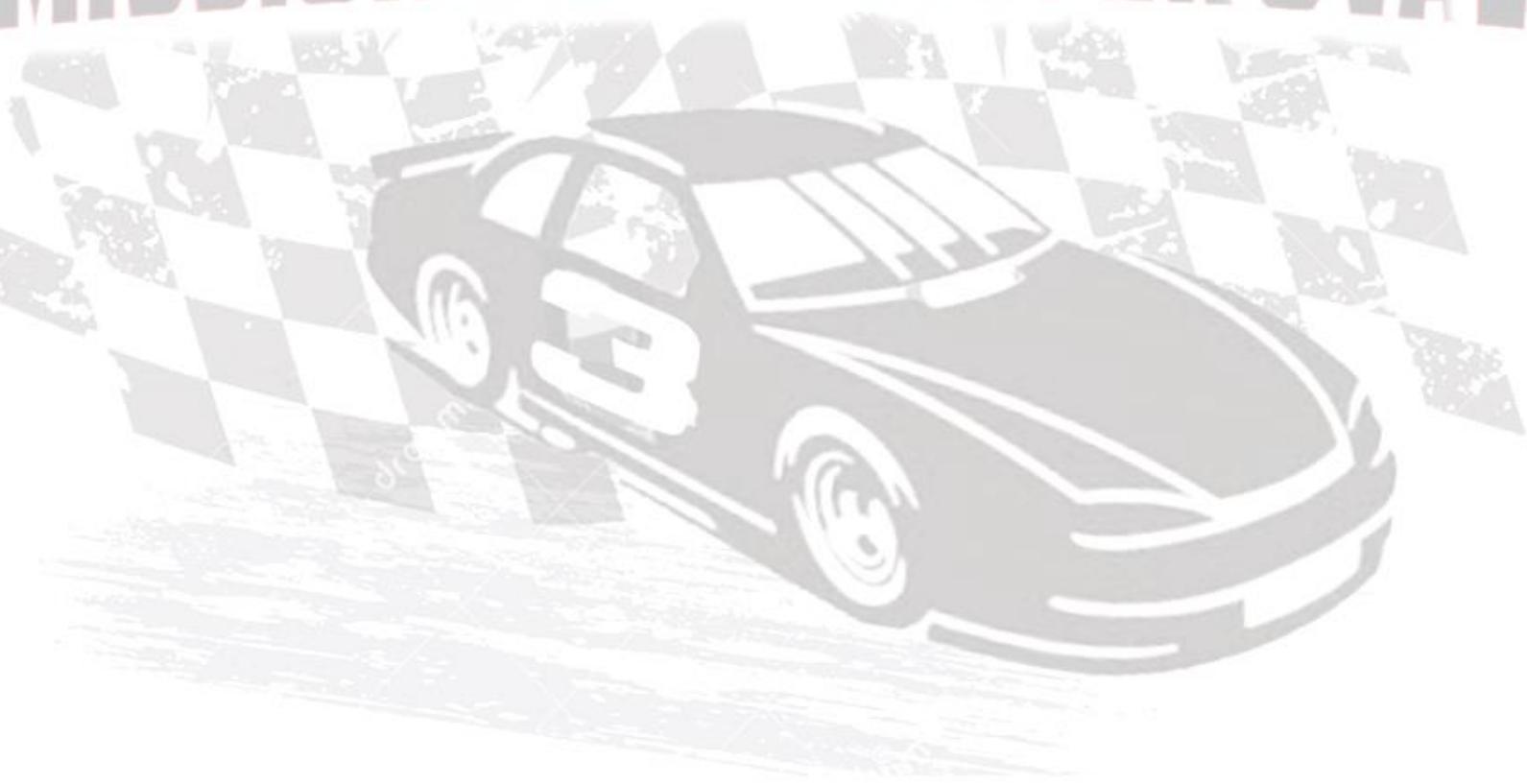
B) It is mandatory that, AT ALL TIMES, suits of fire retardant material that effectively cover the body from neck to ankles and wrists, along with fire retardant or leather shoes and gloves, to be worn on the racing surface. It is strongly recommended that at all times drivers wear at least a 4 layer driving suit made of fire retardant material that effectively covers the entire body. It is also strongly recommended that drivers wear long underwear, headgear, gloves and socks made of fire retardant material.

C) It is strongly recommended that at all times while the car is being refueled or while fuel is being transported from the pit area, all crewmen involved should wear at least a 4- layer suit made of fire resistant material that effectively covers the body. It is also strongly recommended that the crew members wear long underwear, headgear, socks, gloves and shoes made of fire resistant material, plus protective eye wear.

D) NO ANTIFREEZE; NO SYNTHETIC OILS OR ADDITIVES IN THE OILS

E) ALL SAFETY REQUIREMENTS ARE MANDATORY.

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MVSO COMPACT RULES

1. DEFINITION

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1.1 The word stock will mean unaltered as originally factory produced and installed for make. All cars and trucks will be stock unless otherwise specified within these rules.

2. COMPETING MODELS.

2.1 1960 or newer 4 cylinder sedans, coupes or pick-ups. Originally 4 cylinders equipped.

2.2 Rear wheel drive/ FWD non turbo 4-cylinder approved. Fiero models not approved. No rear engine except VW bug 1960-1985.

3. ENGINES

3.2 Only factory produced OEM parts and components will be approved unless otherwise specified. No high performance or Motor-Sports parts

3.3 Connection rods of aftermarket supply are approved of similar weight and material

3.4 Intake manifold will be stock with factory casting number. No porting. No grinding or modifications of any kind allowed other than the 4-hole aluminum intake for the 2.3 Fords and Chevy Monza, plenum (plenum means inside of manifold) area may be cut down 1" maximum in order to run class carburetor. Must pass tech approval.

3.5 Exhaust – aftermarket headers allowed

3.6 Flywheel may be cut or surfaced but must retain stock casting numbers. Must be stock OEM. No aluminum or nodular

3.7 Clutch disk and pressure plate will be stock type replacement only. No performance clutches

3.8 Heads must remain stock/OEM. No aftermarket. No porting / polishing of cylinder heads.

Shaving not to exceed 0.020

3.9 Stock type rocker assembly only.

3.10 Pistons, valves and valve spring must be factory type replacement of similar weight, material and size. Stock lifters. No machining of internal head parts. Bore not to exceed .040 over stock

3.11 Springs/ retainers/ locks- may be aftermarket to match cam. Double springs O.K. may machine heads to use double springs.

3.12 Fuel pumps may use aftermarket. Electric fuel pumps must have oil pressure shut off switch. (If engine dies, fuel pump must shut off immediately.)

3.13 Engine must remain in stock location.

3.14 One two-barrel carburetor only. Any OEM or Holley 7448 or 4412 approved. Two throttle return springs required. Maximum 2" spacer, 2 1/8" including gaskets. Measured from intake manifold to base of carb. Air cooled VW Bugs may use any dual carb setup up to 48mm bores.

3.15 Injector cars must have OEM fuel log, intake and throttle body for make and model. Stock or OEM size injectors, stock ECU

3.16 Air cleaner or butterfly cover required.

3.17 Oil pans may be over-sized, interior baffles allowed. Oil coolers and remote filter locations are approved. Oil coolers must be mounted outside of driver's compartment. Must be forward of the front firewall and rearward of the radiator.

3.18 Camshafts may be after-market type of any manufacturer. Max 430 lift. Roller cam and lifters not approved, unless OEM for engine being used.

3.19 Adjustable cam timing gear is optional.

3.20 After-market and Speed parts not approved in the above section will be subject to removal at track discretion.

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4. BODY SPECIFICATIONS

- 4.1 Body and chassis must be of the same make and model. Steel bodies only
- 4.2 Body must be complete for declared make and model. Aftermarket steel panels approved.
- 4.3 Bodies to remain stock in appearance. Destroyed panels must be replaced or repaired.
- 4.4 Fenders and quarter panels may be trimmed for tire clearance. Trimming not to exceed 3" from top of tire. (4" on front fenders.)
- 4.5 All exterior lights and molding must be removed. Including side and rear glass. NO MIRRORS
- 4.6 Windshield Glass or Lexan windshields are approved. Windshield opening must have at least two "tire bars" securely welded into the opening to prevent tire like objects from entering the driver's compartment.
- 4.7 Front inner fenders may be removed. All other inner panels must remain stock location and be complete. Hood and rear deck lid, roof panel and inner quarters may be skinned. A hole in the hood may be cut out to allow air cleaner clearance. No hood scoops.
- 4.8 Inner panels in the trunk area may be removed/replaced. Cars with open trunk must add rear firewall to block off driver compartment.
- 4.9 Exterior nerf iron sides. Max 1" tubing. Ends must be tapered and filled. Not to exceed 2" outside of body.
- 4.10 Spoilers, rear spoilers are optional.
- 4.10.1 Rear spoilers must not exceed 48" in width and 6" in height measured from deck lid. No adjustable spoilers.
- 4.11 Doors may be skinned and must either be welded or riveted shut. No working doors allowed.
- 4.12 All cars must have 20" tall numbers on both sides and roof. 5" upper rt. Windshield.
- 4.13 Hood and trunk must be secured with hood pins only, stock hinges can remain.
- 4.14 Sunroofs must be covered with a min 20 gauge steel.

5. BUMPERS

- 5.1 Bumpers will be stock for make and model.
- 5.2 Fabricated tube style bumper may be used if covered by factory stock rubber bumper cover or after-market front bumper cover.
- 5.3 All rear bumper covers may be stock or aftermarket type.
- 5.4 Front and rear bumpers must be strapped to fenders or quarter panels with a minimum 1/8" thick steel strap. Recommended piece 1 1/2" X 12" should be securely bolted or welded in place. If outside of fenders or unless covered by a bumper cover.
- 5.5 Front bumper may be reinforced for radiator protection.
- 5.5.1 2 upright bars and 2 cross bars not to extend beyond front bumper.
- 5.5.2 not to be connected to the roll cage in any way.
- 5.5.3 Exception, rule number 6.5 below

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6. ROLL CAGE

- 6.1 A six point roll cage is mandatory. The roll cage must be mounted to the frame. Minimum 3 door bars on driver side and 2 on passenger side and tied together.
- 6.2 Roll cage must be a minimum of 1 1/2" OD .095 pipe or larger on main cage or manufactured roll cage. At least one diagonal brace in main cage. NO EXHAUST TUBING, BLACK IRON or GALVANIZED PIPE ALLOWED.
- 6.3 No but welding of pipe unless properly sleeved for strength and safety.
- 6.4 Gussets are required on all 90 degree joints
- 6.5 Unibody. Roll cage must be securely fastened to the floorboards by welding a 1/8" thick minimum plate, 4"X8" or 6"X6" on top and/or underneath the floor boards using 3/8" bolts per mounting, or cage may be integrated into the sub frame at all main points with full circumference welds.
- 6.6 Front hoops allowed to penetrate the firewall. Hoop bracing integrated into the strut towers is approved. Radiator support may be integrated into the hoop. All mounting to be a head of upper A-arms. Front and rear hoops are recommended.

7. TRANSMISSION

- 7.1 **Automatic Transmission** use is optional.
- 7.2 **Transmission** must be stock for make.
- 7.3 **Torque Converters** will be stock stall speed. No aftermarket torque converters.
- 7.4 **Transmission Coolers** and cooler lines shall be contained outside the drivers compartment. It must be located in front of the front firewall or behind the rear firewall. NO EXCEPTIONS
- 7.5 **Manual** gear boxes will be stock for make with no alterations.
- 7.8 **Scattershield** required, must be either 1/4" steel plate or tech approved belting. Belting inside over hump must have at least 6 3/8" bolts holding it down.
- 7.9 **Bellhousing** must have inspection hole for tech to inspect flywheel, clutch and torque converter.
- 7.10 **Drive shafts** must be painted white and have safety chain loop installed min 12" behind trans.

8. REAR END

- 8.1 Must be stock for make
- 8.2 Gear ratio optional. Any gear ratio allowed.
- 8.3 Unlocked differentials are optional.
- 8.4 Stock not over 8.8" ring gear, may be locked.
- 8.5 No quick change rear ends.

9. SUSPENSION

- 9.1 Suspension must be stock with the following exceptions.
- 9.2 **Shocks and struts** must be stock type and mount in original location. Notching of strut tower bolt holes is permitted max 1" off stock location. Replacement tower plate approved.
- 9.3 **Front coil spring type**, size and height is optional. No adjustable spacers on top of the spring allowed. No weight jacking bolts or devices of any kind allowed. Torsion bars will be stock or stock type replacement only.
- 9.4 **Leaf spring cars** will remain leaf spring cars. Stacks may be altered. Any spacers or lowering blocks used in the leaf stack must be securely mounted. Front mounts will be stock. Rear

MVSO COMPACT RULES

shackles/connectors may be stock or fabricated. No threaded or adjustable jacking devices approved. No chains or stopper may be used to stop suspension movement.

9.5 Use of twisties or spring rubbers are approved.

9.6 **Rear coil cars.** Coil springs of any type approved. Shims or spacers may be used to raise or lower either corner of the car. No threaded or adjustable jacking devices approved. Spring pockets may be altered but must remain in stock location.

9.7 **Sway bars** will remain stock for make and must be mounted on stock location. Connection method to lower control arms is optional. Sway bars may be adjustable. Poly bushings approved. No heating, cutting, welding, grinding or bending of any suspension component allowed unless otherwise noted.

9.8 **A-arms** lower must be stock for make. Upper tubular is ok but must mount in stock location. Poly or steel bushings approved. Notching of mounting holes is approved.

10. BRAKES

10.1 All four corners must be stock and in working condition. Stock swaps for larger or disk brakes allowed in front.

10.2 Rear disk brakes are allowed.

10.3 No adjustable proportioning valves.

11. WHEELS

11.1 Steel wheels only no exceptions. Maximum 8" wide wheel. Must be racing approved. No bead locks.

11.2 Wheel size 13".

12. TIRES

12.1 Class tire will be takeoffs. See MVSO for details.

12.2 8" wide only

12.3 Chemical softening of tires is prohibited.

13. RADIATOR

13.1 Only one radiator allowed.

13.2 Must mount in stock location.

13.3 One gallon over flow tank required.

14. FUEL SUPPLY

14.1 Commercially produced fuel cell is mandatory. Must be mounted in trunk and mounted into position. Tech approval. Must be no more than 8 gallons maximum.

14.2 Must have fire shield that completely separates the driver compartment from fuel cell.

14.3 Fuel lines must run underneath the car.

14.4 Fuel pump must be mechanical or OEM electric if it is factory equipment. If electric it must have an oil pressure shut off.

14.5 Pump gas and racing fuel allowed. NO alcohol, nitro or performance additives allowed.

14.6 Fuel cells required with tip over valve.

MVSO COMPACT RULES

15. ELECTRICAL

- 15.1 Ignitions after-market coils, ignition modules and distributors are approved. Distributors HEI and single point approved.
- 15.2 Alternator is optional. Car must start on its own power.
- 15.3 Battery must be installed in a sealed battery box and secured to the car. Tech approval
- 15.4 Battery shut off switch must be installed within 6" of center of drivers compartment and within reach of driver and safety personal from both sides of car. Must be marked with a minimum of 4 square inch fluorescent base.
- 15.6 Battery shut off switch must be hooked to negative post of battery.

16. SEAT

- 16.1 Aluminum racing seat is required. Steel framework around seat is recommended. Installation is subject to tech approval.

17. ENGINE FAN

- 17.1 Mechanical or electric fan only, aftermarket allowed.
- 17.2 Electric fan must be mounted on inside of radiator.
- 17.3 Fan must be shrouded, must cover top and sides of fan.

18. FIRE EXTINGUISHER

- 18.1 Fire extinguisher must be 2 ½ lbs. with readable gauge.
- 18.2 The extinguisher must be mounted on a metal mounting bracket within easy reach of driver. No zip tying or taping to roll cage.

19. SAFETY ITEMS

- 19.1 Left side window net will be fitted with quick release.
- 19.2 5-point harness is mandatory. No less than 3" wide, 2" crotch (Hans harnesses are approved). Belts must be dated by the manufacture and must not be used beyond 5 years past the manufacture date.
- 19.3 Roll bar padding on all roll bars within reach of driver's hands and legs while strapped into the seat.
- 19.4 Head and neck restraints are highly recommended e.g. (HANs or Hutchens Devise etc.) Neck Rolls are mandatory, if not using head & neck restraint.
- 19.5 Helmets must be ASI Snell 90 minimum SA 2015. No two piece or open face helmets.
- 19.6 Seats and seat belts must be mounted to the roll cage, or other bracing not to the floor pan. Must use grade 8 bolts

20. RIDE HEIGHT

- 20.1 Frame and cross members must have a minimum of 3" of ground clearance at lowest point with driver in car.

MVSO COMPACT RULES

21. PROTESTS/TEAR DOWNS

- 21.1 Tear down for track record. Minimum cam lift, carb flow and weight teched
- 21.2 Driver, one pit crew member, owner and Tech inspector in tear down area.

22. MINIMUM WEIGHTS

- 22.1 Minimum total weight for 2 valves per cylinder engines as weighed with driver will be 0.95 lbs. per cc of engine displacement.
- 22.2 Minimum total weight for cars with engines that have more than 2 valves per cylinder or DOHC as weighed with driver will be 1.05 lbs. per cc of engine displacement.
- 22.3 Maximum left side weight as weighed with driver will be 56.0%.
- 22.4 Engine size must be noted in a minimum 2" tall letters on the hood or top left corner of the windshield in easy view of the scale master.
- 22.5 Declared weight must be noted along with engine size for 3+ valve per cylinder and DOHC cars.

23. RADIOS

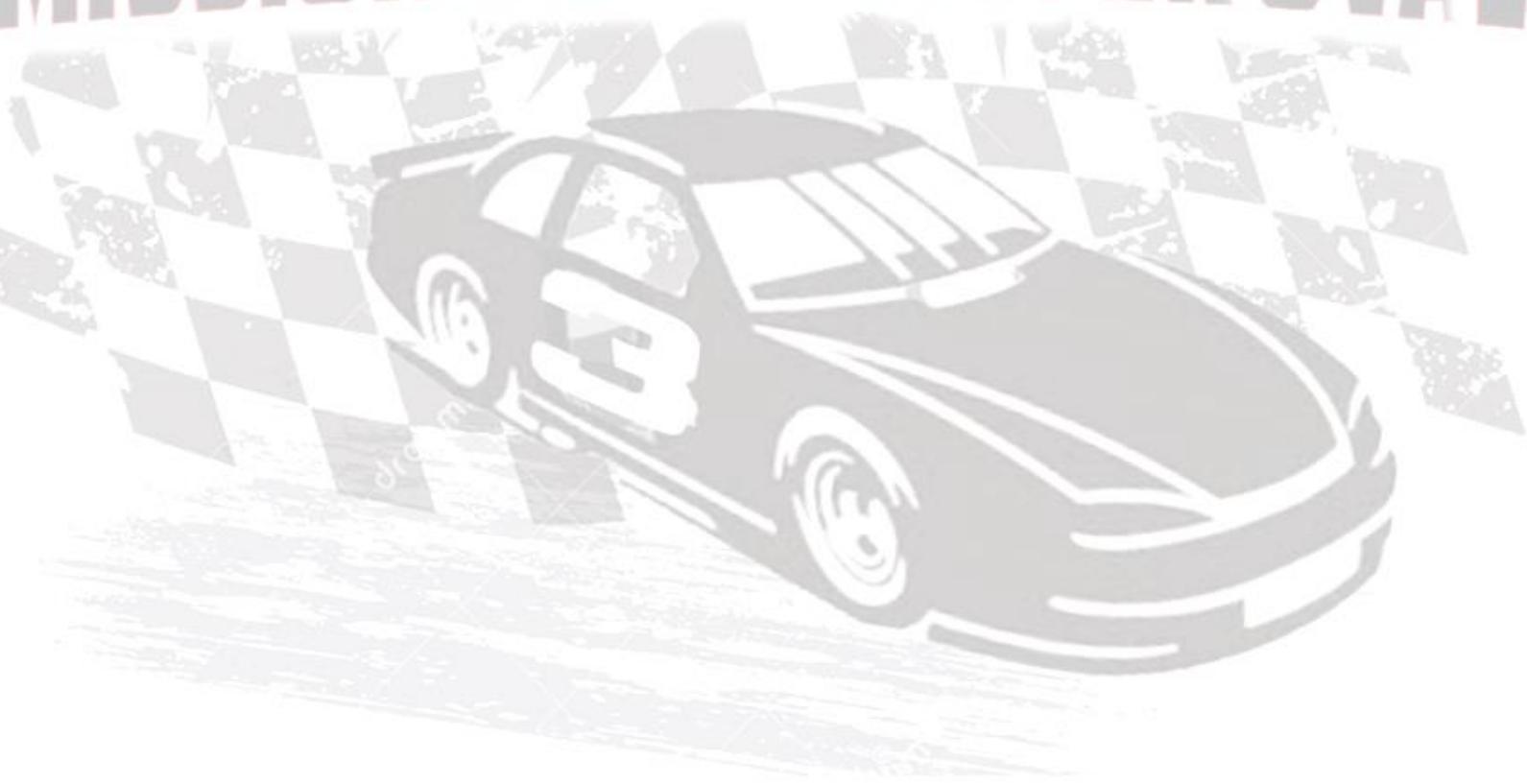
- 23.1 NO radios allowed. Two way or one way.
- 23.2 One way may become mandatory in the future but not in use at this time.
- 23.3 TRANSPONDER: Location: Right rear frame rail; fifteen inches (15") behind center of rear-end

24. RULES

- 24.1 Two race rule for most rules for visiting out of town car, subject to tech approval. May include weight penalty.
- 24.2 Rules to remain locked for Three years. 2019-2022 Will revisit rules after first year if deemed a necessity by the board.
- 24.3 After first year. Rule changes can only be made by a majority vote of more than 75% of active class drivers and final approval of BOARD.
- 24.4 Rule infractions. Minor infraction loses pay for night. 2nd minor infraction loses points and pay for night. Major infraction loses pay and points for night and all points leading up to that night.

All time trial times i.e. records will start over in the compact class for this rule package. Fast time on the first night of racing will hold the new track record. Any time that beats the track record must be computer timed, any hand times that beat the track record will not count.

MISSION VALLEY SUPER OVAL



MVSO HORNET RULES

2019-2022 Seasons

EXPLANATION; Drivers must be 14 years of age or older. Drivers and crew members the age of 14-17 must have a minor release form signed & notarized by both parents or legal guardians to enter the pit area. All entrants must have a valid pit pass. The Hornet division is designed to promote greater interest in stock car competition, to enable new and inexperienced drivers to compete without spending a significant amount of money for race equipment. Decision on interpretation of the rules by the Technical Inspectors shall be final. No changes from stock production automobile or component parts except as listed in these rules. IF IT DOESN'T SAY YOU CAN, YOU CAN'T! Any equipment that the officials consider exotic or not in the intent of the rules shall be considered illegal.

1. COMPETING MODELS

- A) Front wheel drive only. Two door, four door cars are acceptable Vans and Station Wagons are allowed.
- B) No convertibles or T-tops.

2. ENGINE SPECIFICATIONS

- A) Stock Motors, 4-cylinder - no modifications. No turbos. Must be single cam, two valves per cylinder.
- B) Duel overhead cam motors may be subject to weight penalty.
- C) Stock ECU no chips or programing allowed.

3. TRANSMISSIONS

- A) Manuals or Automatics must remain stock and stock parts.

4. BODIES

A) Must be stock, that includes doors. No lightening allowed. Doors may be gutted to allow for door bars. No interior or exterior mirrors. Burnable materials must be removed from the inside, with the exception of the dash. All glass, except windshield, must be removed. Windshield may be replaced with 3/16" Lexan and large pop-rivets All exterior lenses and emblems must be removed. Cars with sunroofs are required to cover hole with 20-gauge sheet metal. Beginners must have third brake light. All cars must have 20" tall numbers on both sides and roof. Hood and trunk must be secured with hood pins only; stock hinges can remain.

5. BRAKES & SUSPENSION

- A) Four-wheel stock foot actuated brakes are mandatory – no modifications. All brakes must work.
- B) Right front notching of strut tower bolt holes is permitted. No more than 4 degrees of camber on right front. All others must be straight.
- C) No other suspension modifications allowed.

6. ROLL BAR

- A) 4 point 1-3/4" .090 tubing roll cage required. Must have 3 door bars on driver side and 2 on passenger side. Technical Inspectors approval.

MVSO HORNET RULES

7. SAFETY

- A) Head and neck restraints are highly recommended e.g. (HANs or Hutchens Devise)
- B) 5-point harness is mandatory. Belts must be secured to the roll cage. No mounting to the floor pan. Belts must be dated by the manufacture and must not be used beyond 5 years past manufacture date.
- C) Fire suits are mandatory.
- D) Driver's window screen or window net.
- E) Helmet. Full face helmet. No open face or motocross.
- F) Neck Rolls are mandatory, if not using head & neck restraint.
- G) Leather gloves or racing gloves. Leather boots or racing shoes.
- H) May have cutter blade or rub rail running from fender to rear quarter, at the center of the door. No sharp edges. Doors must be welded bolted or chained shut.
- I) Race cars must have fire extinguishers securely mounted within reach of the driver. The extinguisher must be mounted on a metal mounting bracket (no extinguisher may be taped to roll bars).
- J.) Battery may remain in engine compartment and be securely fastened down. Or relocated to rear but must be in covered battery box and bolted down
- K) A clearly marked Master Battery shut-off switch within 6 inches of the center of the car must be installed and hooked to negative post on battery. Emergency Responders must be able to reach the switch from both sides of the car. A brightly painted, solid square of at least 4 inches square must surround the switch. The shut-off switch must be operational at all times.
- L) Aluminum racing seats are mandatory.
- M) Must use a dry cell battery.
- N) All roll bars within reach of driver's hand, feet or legs must have roll bar padding.

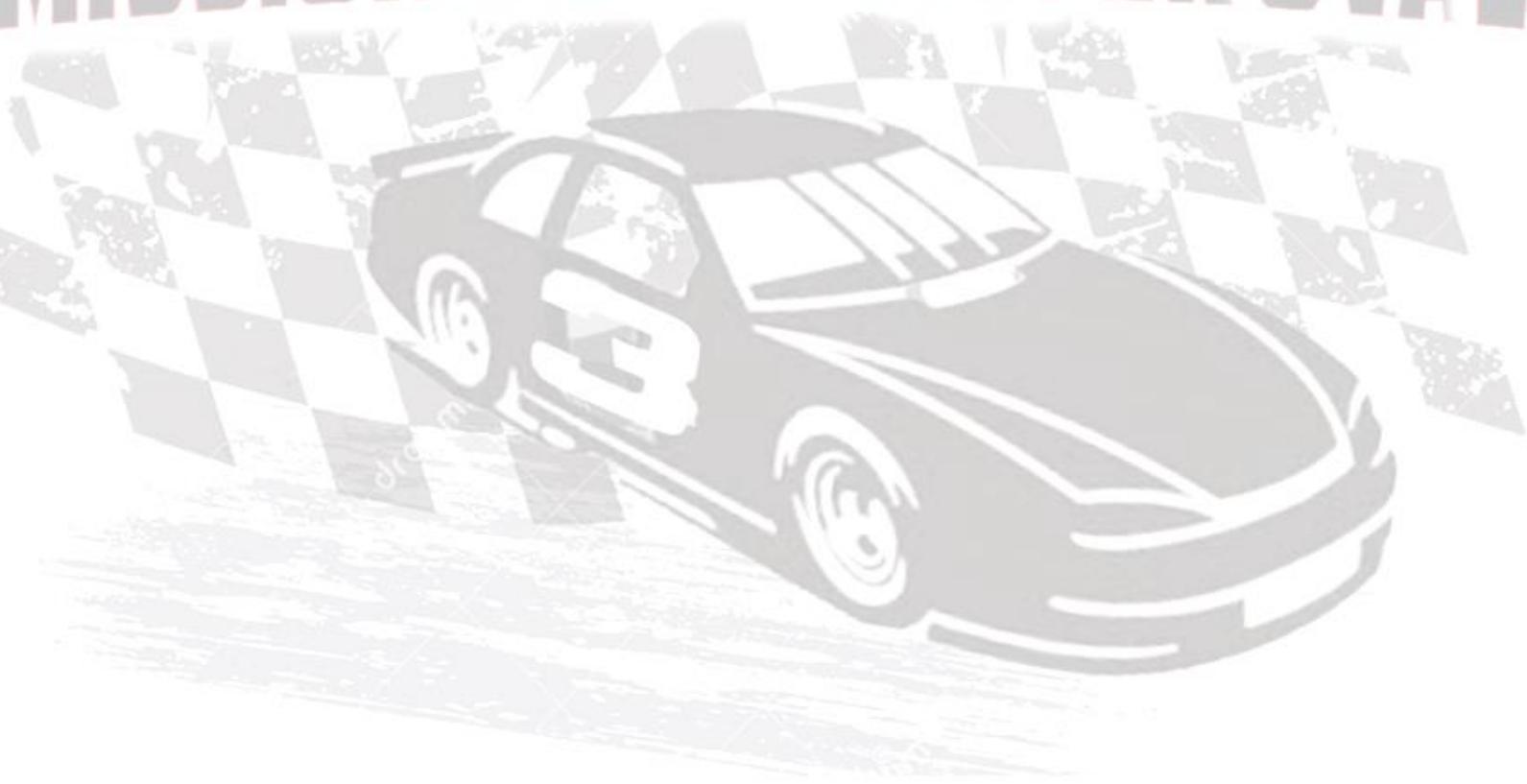
8. WHEELS & TIRES

- A) 60 Series or larger. No racing tires. Must be DOT street tires.
- B) Must be OEM tire size. All tires on vehicle must be same size.
- C) Wheel weights must be removed.
- D) Must be stock steel wheels. No racing or offset allowed.

9. EXHAUST

- A) Removal of the muffler is ok.
- B) Exhaust must run past driver's seat.

MISSION VALLEY SUPER OVAL



MVSO WEST COAST RULES

BODIES:

1. Chevrolet, Ford, Dodge and Toyota ABC bodies are standard. AR Bodies Muscle Car Bodies are legal. Must be stock appearing and mounted per ABC rule book. Professional appearance required. Specific approved models are subject to change over time.
2. No flaring, shaping or contour modifications of body, nose or skirting allowed. No belly pans or streamlining. Frame and body clearance are 4" minimum without driver. No down force bodies.
3. The ABC "A" measurement shall be 11 ½" minimum. Minimum length allowed for the nose, measured from the bottom, leading edge at center up to hood seam is 20". Maximum flare at wheel opening in front of the front wheels (Q) is 83" and opening be cut 90" to the ground.
4. Roof height 47' minimum measured 10" back from the top center of the windshield.
5. Rear quarter panel height 35 ½" maximum.
6. Rear spoiler 6.5" x 60" maximum. Must be clear Lexan.
7. Roof rails are permitted with a maximum of 1" lip. No other vertical rails allowed. 1 rear window wing no larger than 1" will be allowed.
8. No air deflector or any add on to right side window area.
9. The officials reserve the right to add weight to nonconforming body measurements.

ENGINE:

Aluminum heads only on approved crate motors.

Stock replacement cylinder head no larger than 185 cc

All head part #'s must be present on head.

All Crate engines must run a max 6400 RPM Chip.

Engine set back measured from #1 spark plug to upper ball joint with a maximum of 2" setback.

Centerline of crank must be within 1" of center of stub.

No roller cams on other than approved crate motors.

Maximum cubic inches are 360 with 4150 750 Holley tool legal Carburetor.

Over 360 ci tool legal 4412 500 Holley 2 barrel, 361 and over must be declared.

360ci and under with tool legal 4412 500 Holley 2 barrel deduct 50 lbs.

NO ELECTRIC FUEL PUMPS

Minimum 2 throttle return springs mandatory.

4" x 16" maximum air cleaner K and N ok no foam air cleaners

Any unaltered aluminum 2 or 4-barrel intake.

MVSO WEST COAST RULES

No dry sump oiling systems

Single stage external oil pump allowed with a maximum 7500 RPM chip.

Minimum 11" crank height Exhaust flange no larger than 5" diameter must be smooth with body; car's exhaust should be no louder than 98 decibels. If louder, car owner/driver must attempt repair.

No aftermarket head larger than 200cc Angle or Straight spark plug is allowed. No valve size larger than 2.055.

TRANSMISSION:

OEM transmissions with at least two forward gears and reverse are allowed No 5 or 6 speed transmissions.

No Traction Control

CARB:

NO EXOTIC CARBS* *MUST BE A FLOAT TYPE CARB & HAVE CORRECT LIST NUMBER ON THE SIDE OF THE CARB

APPROVED 500 TOOL LEGAL CARB: 4412 SERIES CASTING # 3250

APPROVED 650 TOOL LEGAL CARBS: 4150 SERIES 80541 & 80802

APPROVED 750 TOOL LEGAL CARBS: 4150 SERIES CASTING # 80528

All carburetors must be BLP tool legal. No carburetors larger than 750 cfm.

Visit the website below for specific carb tool specs it is located at the bottom of the page.

http://blp.com/index.php?option=com_simplelists&view=items&category_id=106

All other series rules apply to carburetors.

The carburetor must be a Holley 4412 - 500 CFM (casting No. 3250).

The only modifications permitted are:

The choke air horn may be removed with a square-mill cut.

The butterflies may be drilled with one idle hole each (maximum of 3/16-in. in diameter).

Cam and accelerator pump may be replaced with aftermarket parts.

The choke and linkage may be removed, but screw holes must be filled.

Power valves, metering blocks and floats may be modified.

The carburetor for the factory sealed 604 Crate motor must be a Holley 4150 – 650 CFM

1-inch maximum carb spacer

MVSO WEST COAST RULES

FUEL CELL:

Plate must be between fuel cell and rear end housing

1. The use of a commercially manufactured fuel cell is mandatory. The maximum capacity, including filler spout and overflow vent check valves is 22 gallons, minimum capacity of 16 gallons. Filler spout and overflow check valves are required. The fuel cell vent must exit out of the trunk area on the left rear side of the car. No materials other than standard foam supplied by the fuel cell manufacturer are permitted to make the fuel cell meet the 22-gallon capacity. Minimum ground clearance is 10".
2. Fuel cell container is required. The fuel cell must be enclosed in a container of not less than 22-gauge steel.
3. Fuel cell and fuel cell container must be fastened to the frame in a recessed frame support as far forward in the trunk area and at an equal distance between the frame rails.
4. Fuel cell and the fuel cell container must be secured with 1"x1" x .065 steel tubing. Not less than two (2) lengthwise, and two (2) crosswise, and two (2) across the top, evenly spaced at the top and must bolt to container support frame. The support frame must have two (2) tubes that are welded to and extend between the left and right frame rails. Three (3) tubes must be evenly spaced across the recessed well (front to rear). These tubes must be welded to the cross-support tubes and extend down the front side, rear side, and under the fuel cell container. If the fuel cell container has a bolt-on top, it must be bolted together with a minimum of 1/4" diameter bolts spaced a maximum of 4" apart. If the fuel cell container has a bolt in end panel, it must be fastened together with a minimum 10/32" diameter screws with nuts spaced a maximum of 4" apart. No sheet metal screws or pop rivets are to be used to secure to top or end panel of a fuel cell.
5. A protective bar, minimum 1 3/4" x .090 must extend below the rear frame section behind the fuel cell. This protective bar must be as wide at the rear frame rails and extend as low as the bottom of the cell with two (2) vertical uprights evenly spaced between the frame rails and attached to the rear cross member. Two (2) support bars; one (1) located on each corner must angle upwards and be welded to the rear frame rails.
6. A reinforcement plate, of not less than 14-gauge (0.078) inch thick magnetic flat steel, must be installed behind the fuel cell container. The plate must extend the entire width and height of the fuel cell container. The plate must be welded in the spaces between the rear cross member and/or the cross bracing at the rear of the rear sub frame. It must be welded with a 1" weld, spaced a maximum of 4" apart.

SUSPENSION:

NO SPRING PRE-LOADERS

All cars must run suspension with coil over or 5in minimum big springs. No Bump Stops or Coil Binding. All suspensions must drop 2" from ride height and drop 2" when jacked up.

MVSO WEST COAST RULES

Shocks must be welded steel bodied aftermarket non-adjustable non-rebuildable. Only allowable shocks are AFCO 10, 12, or 14 series, Integra 421 Series, or Pro WB series. No Gas filled Shocks. One shock per wheel.

Any shock deemed illegal or questionable by the Tech Official may be confiscated for testing. If cleared will be returned, if found illegal shock will be returned at end of season.

* No rear sway bars.

*3 link cars must have solid upper link, no spring or biscuits or shock.

*Trailing arms must be one piece, no springs biscuits or shocks.

*1 ¼ maximum front sway bar 3-piece bar must run minimum 12-inch arms

*Wheelbase minimum 101 inches

TIRES & WHEELS:

NO TIRE BLEEDERS

[American Racer 970 is the series tire.](#)

[Tires purchased outside of MVR may be assessed a \\$10 per tire fee.](#)

Soaking, softening, shaving or otherwise altering the composition of tires is not permitted.

Cars must start the Main Event on the same tires on which they qualified. If a problem arises with your qualifying tires and change is needed:

A. Replace with new tire forfeit starting position and start in rear of field.

B. Replace with used tire approved by Tech official keep qualifying position. Only 15" x 10" steel wheels are permitted.

Maximum track width permitted for vehicles with 15" x 10" steel wheels is 69" stock clip or 67" fab clip front or rear. Measured at spindle height with our referee.

WEIGHT:

MVSO scales will be the only method for determining a car's weight.

MVSO officials reserve the right to adjust these weight advantages/penalties in the interest of fair competition. All weights are taken with driver in the car with both hands on the steering wheel, prior to qualifying and prior to feature event.

Base Weight with Driver:

1. 3,000 Perimeter chassis 58% left side 51% max rear

MVSO WEST COAST RULES

2. 3,000 Straight rail stock stub chassis 57% 51% max rear *Stock stub must have at least 36" from spring pocket back.

3. 3,000 Straight rail chassis 56% left side 51% max rear

WEIGHT PENALTY & WEIGHT BRAKE

coil over +25 lbs.

602 crate -175 lbs. aftermarket cast iron cylinder head larger than 185 cc +50 lbs.

604 crate -125 lbs.

3-piece sway bar +50 lbs.

Ford 347 Crate -75 lbs.

Stock Spindles and brakes -25 lbs.

Factory sealed GM Crate engine 604 with gauge legal Holley 650 carburetor deduct 125 lbs.

Factory sealed Ford 347 Crate engine with gauge legal Holley 650 carburetor deduct 75 lbs.

Factory sealed GM Crate engine 602 with gauge legal 650 carburetor deduct 175 lbs.

Stock Spindles and brakes deduct 25 lbs.

Front Coil overs add 25 lbs. OEM Stock Steel Heads, Ford N heads no penalty

Aftermarket Steel Heads larger than 185cc add 50 lbs.

SAFETY:

Radios are required for this class with spotters while on racing surface. All Pits must have a 10lb fire extinguisher in their pit area at all times.

Protective Clothing:

- 1) It is required that at all times the driver wears a driving suit and gloves of fire-resistant material that effectively covers the body.
- 2) It is recommended that the driver's suit be of the best quality fire protection available.
- 3) It is also recommended that during an event, practice, or qualifying a driver wears the following: - Fire resistant shoes and socks. Fire resistant hood. Fire resistant underwear.

MVSO WEST COAST RULES

Fire Control:

- 1) It is recommended that all cars have a built-in, fully charged, DuPont FE-36, or equivalent fire suppression system (not of the dry chemical type), with an operating pressure gauge.
- 2) Any car not equipped with a built-in fire suppression system must have a fully charged fire extinguisher, a Halon, or equivalent type at least 10-B:C UL rating, with an operating pressure gauge, securely mounted to the right side of the driver's seat, and readily accessible for use.
- 3) All entrants should have a 10 lb. DuPont FE-36, or equivalent fully charged fire extinguisher in their pit area.

Helmets; Head and Neck Restraint Devices:

- 1) Helmets shall be in compliance with the current SA2010 requirement.
- 2) Full face helmets with Lexan face shield recommended.
- 3) Nomex helmet skirt and Nomex covered chinstrap recommended.
- 4) It is strongly recommended all drivers wear a head and neck restraint device.

Seat Belts:

- 1) It is highly recommended that the driver carefully study seat belt manufacturer's installation guidelines.
- 2) All seat belts must be a complete matching set from the manufacture. No mixing of manufactures.
- 3) A quick release seat belts no less than three (3) inches wide is compulsory. Both ends of the lap belt must be fastened to the roll cage with high quality bolts, not less than 3/8" in diameter.
- 4) Shoulder harness must be no less than two (2) inches in width and must come behind and below top of driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the cage in a manner that will prevent the harness from sliding from side to side. No inertia reels are permitted.
- 5) A center crotch belt must be used. It must be a minimum of two (2) inches wide and mount to the roll cage or seat mount.
- 6) Where belts pass through the seat edges, the edge must have a grommet or be rolled to prevent belt from being cut.
- 7) All belts must connect in a single latch, at the lap belt. Latch must be approved quick release type.
- 8) Belts must be replaced every five (5) years and all belts must be dated by manufacturer or vendor.

Seats: A professional racing seat is required. Approved seat must be made of aluminum and manufactured specifically for auto racing.