

2017 RUNNIN' REBEL RULES

NOTICE

NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED OR PERMITTED PREVIOUS TO THE 2016 SEASON. THE TECHNICAL DIRECTOR SHALL DETERMINE AS TO WHETHER ANY TYPE OF CONSTRUCTION, DESIGN, OR INTERPRETATION OF ANY RULE SHALL BE ACCEPTED. DISALLOWANCE OF COMPETITION OR WEIGHT ADDITIONS TO NON CONFORMING CONSTRUCTION OR PARTS IS AT THE DISCRETION OF THE TECHNICAL DIRECTOR.

OXFORD PLAINS SPEEDWAY RESERVES THE RIGHT TO UP-DATE, MODIFY, ADD, OR DELETE RULES AT ANY TIME IN THE INTEREST OF PROVIDING PARITY FOR ALL COMPETITORS. ADDITIONAL REQUIREMENTS MAY BE MADE VIA OFFICIAL ENTRY REGISTRATION, TECHNICAL BULLETIN, OR MEETING ANNOUNCEMENT, WHICH AUTOMATICALLY AMENDS SPECIFICATIONS HEREIN. ALL CHANGES WILL BE POSTED.

9-1. All cars must be neat appearing. Cars should be painted with contrasting colors and appropriate lettering and numbers.

9-2. Maximum wheel base is 104.5 inches. Minimum weight race ready with driver is #2000. Maximum left side weight percentage is 54% before, during and after event with NO allowances in any form.

9-3. No leaf spring cars permitted

9-4. 4 cylinder engines only. No turbo or supercharged engines permitted. Engine must be stock for year, make and model. Example: Civics and CRX will not be allowed to run a dual overhead cam.

9-5. Only two wheel drive cars permitted.

9-6. All glass must be removed, except the windshield. Windshield may be of Lexan type material.

9-7. All exhaust must run behind the driver and dump under the car. Minimum 15" long Glass pack design Functional mufflers are REQUIRED

9-8. All door must be welded shut. Hood and rear deck lid must have pull pin fasteners.

9-9. Stock front and rear bumpers for make and model year must remain in place and have a minimum of two safety chains or straps.

9-10. Vehicles with t-tops or convertibles not permitted. Sun roof must be removed and replaced with metal.

9-11. All body panel must remain stock for make and model year. No cutting of panels except for drivers door for roll bar clearance.

9-12. Aluminum racing seat mandatory. Must be safely mounted in stock location and connected to the roll cage in a safe and secure manner. A support seat brace must be installed at the rear of the seat.

9-13. Passenger and rear seat must be removed.

9-14. Original stock floor boards must remain in place, any holes will be patched with sheet metal. Floor upholstery must be removed.

9-15. Batteries must remain under hood and be covered.

9-16. Stock fuel tank may be replaced with a boat tank or fuel cell. Installation must be approved by the Technical Director. Fuel tanks must have a steel firewall between the tank and drivers compartment.

9-17. Everything about the vehicle must remain stock for year, make, or model except what is in the rules above. Engine, transmission, and rear end must remain stock. Stock camber adjustment only. Right front wheel may have up to one inch maximum camber. No left front or rear wheel camber permitted. REBELS are allowed to add a RF Camber kit that does not exceed \$50 book price. REBELS cannot exceed 1/2" in wheel base from side to side. No adjustments to rear end allowed. Only front end adjustments allowed.

(a) All springs must be stock for make and model. Springs may be cut to obtain ride height but, must maintain same height from side to side and same wire size from side to side. **Only One (1) spring rubber allowed on any corner of the car. Spring rubber may not exceed 360 degrees.**

9-18. Tires must be DOT type radial, same size, same number, Tires may be 60 series or numerically higher. Aftermarket Steel wheels are permitted. 13" or 14" Steel wheels ONLY. Stock or aftermarket permitted. One inch lug nuts permitted. Offset may not exceed 1/2 inch of wheel width bead to bead (i.e. Seven inch wheel must be 3 3/8 inches maximum offset measured from the front or back). Seven inch maximum wheel width.
Note: 13" wheels will have 3 1/2" offset.

9-19. Stock dash frame must remain in place, but can be covered with aluminum. Steering wheel center must be padded. Quick release steering wheel permitted with use of O.E.M. steering column. Roll bars within the reach of the driver must be padded.

9-20. Window nets are mandatory and mounted with a quick release. 5-point seat belt harness in good condition and manufactured within 5 years mandatory and must be bolted to the roll cage in a safe and secure manner.

9-21. A working fire extinguisher must be within reach of the driver and mounted on the right side of the car

9-22. Minimum ride height for all cars shall be 5" measured from lowest point of car. Cars will be measured with driver in the car.

9-23. Mandatory driver safety equipment required is as follows. Full Fire suit to include two piece or one piece design. Snell 95 minimum racing helmet. Driver safety gloves. Highly recommended safety equipment includes racing shoes as well as driver head/neck safety device.

9-24. ROLL CAGES:

A) A roll cage is MANDATORY, and must consist of four uprights joined together at the top, plus an "X" between the rear of the back uprights. Rear support bars are required, running diagonally from each rear upright bar of the cage and may extend to the rear of the frame horns, and may be reinforced between the frame horns. The two front bars must go from the front cage upright bars to the frame at the rear of the front crossmember. Four horizontal bars between the upright bracing on the driver's side are required, and those 4 bars must be bowed outward. There must also be a minimum of 3 horizontal bars - or an "X" -between the upright bracing on the passenger side. A horizontal bar between the two front uprights at dashboard level is required. The inner door panels may be removed to allow for the outward curving of the horizontal door bars if necessary. A front bracing hoop may extend from the front upright bars, through the firewall horizontally above the front clip, and connect to a bar protecting the radiator. The radiator protecting bar may be a maximum of 2" O.D. Two rearward bracing pipes from the back of the roll cage on each side to half way up the unibody rear frame and top of the unibody rear frame are allowed. They must not extend beyond the spring perch and must be of equal length and do not reinforce or alter the geometry of the car in any way.

B) Pipe size used for roll cage must be a minimum of 1-3/4 inches O.D., and a minimum of .095 wall thickness. All pipes in the driver's area must be well padded. The roll cage may not reinforce the body or frame or alter the geometry of the race car -- its sole purpose is to hold the car off the driver in the event that it is overturned.

C) All pipes must be welded ALL the way around at EVERY joint.

D) Cars WITH FRAMES must have the cage welded to the FRAME and NOT to the floorboards.

E) Cars WITHOUT FRAMES may use the "Sandwich" method shown in this book when securing the cage inside the car; or vehicles may attach the roll cage uprights to a section of max. 2 ½" x 2 ½" or 2"x3" .120 steel tubing. The tubing must be visible inside the cockpit and may not extend more than 2" beyond any upright.

IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN AND BECOME FAMILIAR WITH THE CURRENT RULES PERTAINING TO THE DIVISION IN WHICH HE/SHE CHOOSES TO PARTICIPATE.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing to establish minimum acceptable requirements for such events. These rules shall govern the conditions for all events, and by participating in these events all participants are deemed to have obtained and read, and understood a copy of the current rules, and complied with these rules.

Note: Be sure if printing rules to print on white paper so as there is no confusion. These rules are depicted in black with this note and the original notice paragraph in red, if in fact you sense any coloration of gray your best suggestion would be to get a new print cartridge!

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE GUIDELINES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.