



Hobby Stock TECHNICAL RULES

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Please note that any updates to these rules will be posted at www.watsonvillespeedway.com and will supersede this document.

Sound Strictly Enforced
90 dba @ 100ft

PREFACE

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of Watsonville Speedway racing events and to establish minimum acceptable requirements for such events. These rules shall govern the terms and conditions of all meets at Watsonville Speedway. The Technical Rules booklets for each division are an integral addendum to these rules. By competing or participating or entering the grounds during a Speedway meet, all parties agree that they have read these rules thoroughly, understand these rules, accept the rules and other terms and conditions, and agree to be bound by these rules and any existing or issued addenda without exception or limitation. It is ultimately the obligation of each person entering to ensure that they are in full compliance with Speedway rules, terms and conditions and all State, Local or Federal Laws while on Speedway premises.

Many rules are designed to reduce the ever-present risks of injury to competitors, participants and all others during said events on Speedway grounds. No expressed or implied warranty of safety shall result in the publication of or compliance with these rules, regulations, terms and conditions. They are intended as a guide for the conduct of the sport and in no way a guarantee against minor or severe injury or death to competitors, participants, or all others on Speedway grounds.

IMPORTANT

Anyone involved in any type of accident/incident that results in any type of minor or major injury while on the racing premises must report such to the Pit Steward before exiting the Speedway grounds in order to be eligible for insurance benefits (providing such member is physically able to make such a report).

SOUND AT WATSONVILLE SPEEDWAY WILL BE STRICTLY ENFORCED

90 DBA at 100ft

If your car does not meet this requirement, be prepared to correct immediately

All cars must go thru a noise qualification before they will be allowed to race in any event at Watsonville Speedway to ensure they are under the sound limit policy. Which is 90 dba @ 100ft, no exceptions. Please see Technical Inspector or Director of Competition, when you first arrive at the Speedway to get your car qualified to race. Once your car has been qualified to race, you will get a decal that must be placed on your car and remain on car at all times during event.

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SECTION I

ELIGIBLE MODELS

- Listed below are the eligible models approved for competition. 1970 or newer American Original Equipment ● Manufactured (O.E.M.) production steel body 2 or 4 door models with full steel tops including full size trucks. No T-tops, sun roofs, convertibles. Station Wagons ok. No four (4) wheel drive or rear engines allowed.
 - Eligible Wheelbase: Stock for year, make and model. 104" minimum, 116" maximum wheelbase $\pm 1"$ for year, make and model.
- Minimum weight, car and driver: 3,200lbs at any time. Any car or truck found to be under the minimum weight of 3200lbs will be penalized one position per pound.

DEFINITIONS

The definition of "Stock" means unaltered and as originally produced in its purest form

ELIGIBLE ENGINES

- Normally aspirated stock standard O.E.M production V-8 or V-6 engines only. No fuel injections, turbo, or diesels. Engines must be mounted in stock location. Engines must be within same corporate line. (G.M. to G.M., Ford to Ford Chrysler to Chrysler). ● Max cubic inch. Chevy 360, ford 360, Chrysler 370
- Max compression 10 to 1.
- Cast Iron Blocks only 2 or 4 bolt **O.E.M.**
- Cylinder heads **{O.E.M.}** 2.02 in 1.60 ex max screw in studs ok, guide plates ok, stock rocker arm only. **Roller tip rocker arms ok.**
 - No porting or polishing. No gasket matching of ports. **No Stud Girdles** a. World Products S/R Torquer Cylinder Heads: for Chevrolet part # 4266 and 4267
 - b. World Products Windsor Jr Cylinder Head: for Ford part # 5303
 - C. Vortec heads ok.

No modifications to the above, they are a no touch item.
- Crankshaft. Cast or steel O.E.M. optional 9000 series scat p./n. CS350P
- Connecting rods O.E.M. or Eagle, wheeler, scat, cat and rpm rods that are I-beam rod. NO H-Beam rods. Aftermarket rod bolts ok.
- Pistons. Aftermarket ok. No gas ported or millimeter ring type pistons
- Camshaft must be hyd. Or solid flat tappet only. NO roller or mushroom type cam
- Timing chain. Single or double roller. No Gear Drive or Belt Drive.
- Inspection plug in oil pan required..
- Flywheel must be O.E.M. **No aftermarket racing flywheels**
- **Factory sealed GM 602 engine optional. GM 602 engine must use unaltered #8727 rev-control. Max RPM 6,200 . GM 602 motors will be teched to match GM 602 specs.**

CARBURETORS

Stock O.E.M. 2 barrel carburetor or Holley 4412 carburetor allowed. Choke may be removed. No modifications. Maximum 1" thick adaptor. Maximum three gaskets. Carburetor must be covered with a metal dry element air cleaner 360 degrees open and must remain under hood. No top flow air cleaners allowed. No devices to increase air flow allowed. Two throttle return springs mandatory. Mechanical throttle linkage recommended and must have a toe strap. ** You can NOT remove choke horn. RC2 air filter base for 2 barrel carburetor is legal. GM factory sealed or IMCA sealed 602 may run IMCA Sportmod legal 4 barrel carb.

INTAKE MANIFOLD

Stock O.E.M. 2 barrel cast iron intake manifold only. No modifications. No hi-rise.

- EdelbrockTorker 2
- EdelbrockPerformer, Chevy part number 2701 or Ford part number 7121
- Weiland, Chevy part number 7547 or Ford part number 7515

No porting or polishing of any kind to any of these intake manifolds. Intake manifold is a no touch item.

EXHAUST SYSTEM

Stock O.E.M. Two (2") inch maximum cast iron exhaust manifolds only. Ram horns ok. Any muffler may be used provided maximum sound level is 90 dba at 100 ft. Maximum 2.5" pipe, dual exhaust OK. No flex pipe. Any size outlet OK. No porting or polishing of any kind to any of these exhaust manifolds. Exhaust manifold is a no touch item. Exhaust must be securely attached to the bottom of the car. Loss of any part of exhaust system on or off track will be cause for Black Flag.

If your car does not meet the above sound requirement, you will be given one (1) opportunity to correct the sound, and if you are deemed loud for a second (2) time, you will be subject to a 1 race suspension and a \$250 fine.

COOLING SYSTEM

- Radiators are interchangeable. Aluminum allowed. Shroud mandatory. Aftermarket V-belt pulleys allowed. Aluminum pulleys allowed. Heater, A/C units and respective belts, pulleys and hoses must be removed. Radiator must remain in stock location. Water only for coolant or Disqualification. Antifreeze not allowed.
- A maximum one (1) gallon coolant recovery tank must be securely mounted under hood. Automatic Transmission coolers must be mounted on radiator. Remote transmission coolers must be mounted in a safe location OUTSIDE of driver's compartment.

ELECTRICAL

- Distributor must be O.E.M. stock factory point or electronic. No aftermarket components.
- Battery must be mounted inside of driver's compartment behind seat. Only one (1) 12 volt automotive battery allowed. Must be mounted in an angle iron frame on top and bottom and must have a complete rubber covering.
- Stock starter must be in working condition at all times and mounted in stock location.
- No electronic devices or components of any kind beyond these rules. No electrical wiring behind driver except for battery cables. No electric fuel pumps.
- No MSD ignition systems of any kind, **except #8727 Rev-control for GM 602 engine. Max RPM is 6,200**
- No Rev-limiter devices

TRANSMISSION

- May only be STANDARD 3 OR 4 SPEED, OR AUTOMATIC 2 OR 3 SPEED. Must be O.E.M. for car. Manual transmission must use O.E.M. or O.E.M. REPLACEMENT SINGLE DISC CLUTCH. Automatic transmission must use O.E.M. or O.E.M. REPLACEMENT TORQUE CONVERTER. NO RACING OR HIGH PERFORMANCE CLUTCHES OR TORQUE CONVERTERS ALLOWED.
- All gears must be in stock working order. Transmission must be able to go into gear with engine running and car sitting still.
- All standard transmissions must have a S.E.M.A./NASCAR approved STEEL bell housing. Automatics must have a S.E.M.A. approved ring gear shield or a tech inspector approved 1/8" steel plate inside the car on the transmission tunnel part of the floorboard.

DRIVESHAFT

- Must be stock, made of steel and painted white.
- Two (2) 360 degree driveshaft loops constructed of 1/4" x 2" steel must be located within 6" to 12" of each U-joint and securely mounted to frame, cross member or floor pan. When mounted to floor pan, loop brackets must be secured with 6" square 1/4" plate top and bottom of floor pan and bolted at the four (4) corners with minimum 3/8" bolts.

DIFFERENTIALS

- Stock O.E.M. rear ends. Stock mounting brackets and location. Locking OK. Minor Modification will be allowed to accommodate "Mark Williams" axels. Stock Ford 9in. floater rear end (NO aluminum or gun drilled axles). Top part looks the same, No aluminum housing or spools, no Detroit lockers, no Gold Tracks, no traction control devices of any kind.

SUSPENSION & CONTROLS

Upper A-Arms be steel tubular with steel or aluminum cross shaft using either bolt in or screw in ball joints allowed as long

as they bolt up to stock location. No helm joints or bearings allowed on a-arms.

- Stock, O.E.M. suspension parts must be mounted in the STOCK LOCATION.
- Replacement front and rear springs allowed (any brand ok). MUST FIT INTO ORIGINAL LEAF SPRING MOUNT. ● Negative/ Positive camber of front suspension will be limited to extent of stock camber adjustment. No traction bars whether stock or not. Stock sway bars permitted.
- Steel bushings on lower A-arms ok.
- Minimum ground clearance of six (6") inches measured at lowest point of rocker panel.
- Shocks: One unaltered steel, nonadjustable, OEM-mount shock, in OEM location, per wheel. All shocks must completely collapse at any time. No shock can pre-load or pin any spring. No external or internal bumpers or stops. No bulb-type, threaded body, coil-over, air, or remote reservoir shocks. Maximum 2.125 inch O.D. shock body. No gas port, Schrader or bladder type valve Sound Strictly allowed. No coil-over eliminators. Rear OEM shock location is 4.5 inches from bottom of housing to center of bolt hole, and centered on control arm bracket.
- ORIGINAL tie rods and steering link rods only. OEM Replacements OK.
- Springs: One steel closed end spring per wheel only in OEM location. Minimum 4.5 inches O.D., maximum 16 inch free height, non-progressive coil springs only. No spring rubbers allowed.
- Rear Suspension: All components and mounts must be steel, unaltered OEM or OEM replacement, in OEM location and match frame. OEM rubber control arm bushings only. Center of GM rear lower control arm bolt hole must be 2.25 to 2.75 inches from bottom of housing. No independent rear suspension. No sway bars, panhard bars, spring spacers, extensions, chains or cables. No suspension stops of any kind allowed.
- **Coil Springs cars to follow IMCA Hobby Stock rules. With the following exceptions**
 - a. Can use Watsonville Speedway tire rule or IMCA G60**
 - b. 2.5 O.D. exhaust pipe ok, no porting of exhaust manifold**
 - c. Weight of car is 3,200**
 - d. No shock claim**
 - e. No engine claim**
 - F. Rear springs 16" max height**

Leaf Spring cars can have adjustable rear shackles.

BRAKES

- Stock O.E.M. four (4) wheel brake system required. All four (4) corners must be lockable with minimal pressure from pedal. No adjustable proportioning valves. No shut off valves of any kind. No anti-lock braking systems. After market clutch and brake pedal ok (must use stock master cylinder in stock location). No double brake master cylinders with bias adjuster.

WHEELS

- Maximum 7 inch steel rims. Any offset. If using stock rim, the center must be re-enforced. **8in Rim optional**
- Right Rear can be 8in with Bead lock, ALL STEEL.
- Must be steel. Maximum of seven (7") inches wide.
- No acorn or sleeve type lug nuts. NO WHEEL WEIGHTS.
- Stock centers must be reinforced. Heavy-duty slot or white spoke type wheels recommended.
- Wheel spacers ok.

TIRES

- Maximum 7 ½ inch tire tread width.
- 1 inch lug nuts mandatory.
- No Screws allowed
- No grooving or shaving of any kind is allowed.
- No truck tires, racing tires or high performance street tires.
- Tires must be passenger type, no all-terrain, rugged terrain, mud and snow, etc. {Must Be Stamped D.O.T.} 215/70/15, 225/70/15 and 235/70/15 are the only size tires that may be used.

- SUGGESTED RETAIL PRICE NOT to exceed \$100.00 for a new tire.
- **Hoosier IMCA G60 tire optional**

SECTION 2

BODIES

- Fabbod body made of steel or aluminum acceptable; however, roof must remain stock per year of car, fiberglass hood only, ok. IMCA fiberglass roof ok. Must appear stock for year, make and model. Must completely cover entire stock chassis as a stock body would and mount in a secure manner. No wedge shape body. No wings or fins. (must use STOCK mounts per year make and model for roof and front fenders. Rear quarters can go straight back but side of quarter panel must have a break to match door and front fender.) ● *Trucks Bodies allowed*
- Any nose piece maybe used, expect MD3 late model nose piece.
- Body manufacturers maybe interchanged, however wheel base must remain stock for chassis being used. (example, Ford body maybe used on Chevy chassis)
- Stock front firewall. Full metal firewall mandatory. Aftermarket firewall ok. Firewall may be moved back for clearance.
- All interior and glass must be removed from car. All non-metal material must be removed from the dash. All exterior trim, lights, mirrors, etc. must be removed. Grilles, plastic or metal must be replaced with light duty expanded metal or wire mesh. ● Windshield must be replaced with maximum 1/2" wire mesh. Must have at least one center vertical support of minimum 1" x 1/8" steel strap.
- Doors must be welded or bolted.
- Quick release type pins required on left and right sides of hood and trunk lid.
- Floor pan must be complete and stock. All holes must be plated over.
- No antennas, radios, or mirrors allowed.
- Fenders may be trimmed to clear tires to a maximum of three (3") inches measuring from top edge of tire as car is set to race. Sharp edges must be rolled back inside fender. Rear inner fender wells must remain.
- Firewall must remain in stock position and all holes plated over.
- A minimum 20 gauge steel firewall is required between the driver's compartment and the fuel cell.
- Stock appearing rear bumpers must be mounted in stock location. Bumpers must be mounted securely to brackets and frame. No reinforcing permitted. Bumpers must be safety-chained to frame using minimum 3/8" chain or cable. Bumpers must be plated to frame at ends with 1/4" x 3" flat stock. No sharp edges allowed. Must be approved by the Technical Inspector.
- Easily accessible tow hooks must be mounted front and rear.
- Steering wheel trim and horn ring must be removed and hub must be heavily padded with foam rubber neatly taped in place. Aftermarket heavy-duty steering wheels permitted. No chain wheels. Must be approved by Technical Inspectors.
- Any weight added to car will be in block form, painted white and have car number clearly displayed on it.
- **Rear spoiler ok, max height 5in**

ROLL CAGE AND FRAMES

- Roll cage material must be 1 3/4" o.d. round mild steel tubing by .095" minimum wall thickness or 1 3/4" o.d. black iron pipe by .125" wall thickness.
- All connections must be 100 percent welded and require minimum 1/8" steel plate triangular gussets extending a minimum of two (2") inches each side of connection.
- All cars are required to have the basic configured four (4) point roll cage. The main roll bar must be above the driver's head and extend across the inside roof panel the width of the car and must be welded on top of the left and right frame rails behind the driver's seat. Rear main "upright" of roll cage must be within 10 degrees of vertical. "Vertical" defined as 90 degrees to frame rail. One or more bars are required from left front roll bar upright to frame to protect feet.
- Steel plate will be required on the driver's side of the roll cage on the outside of the door bars. The area covered must be from the rocker panel to the bottom of the top door bar, from the rear upright to a minimum of twelve (12") inches in front of the leading edge of the driver's seat. Steel material will be a minimum of .125 - 1/8".
- On uni-body cars the bars must be welded to a footplate of 1/4" minimum steel plate by 12" square, both topside and underside of floor pan. Plates must be connected with minimum of four 1/2" high-grade bolts.
 - a. Roll Bar: The main roll bar upright legs must be braced with a horizontal bar and must be welded to the inside of the main roll bar upright legs at the seat height, about midway. Another horizontal bar must extend between the main upright legs

as close to the floor as possible and hooped over hump in floorboards.

- b. Four (4) diagonal bars must also be connected to the inside of the main upright to form an X. The X connections must be made from each upper corner of the main roll bar legs to the center of the top side of the horizontal seat bar and from the center of the bottom side of the horizontal seat bar to the main roll bar legs at the bottom horizontal bar.
 - c. Both of the main rear roll bar legs must be braced from the top rearward to the frame at an approximate 45 degree angle. On uni-body cars mount in same way as main roll bar legs.
 - d. The front roll bar legs must follow the contour of the windshield to the cowl and extend straight down from the cowl area to the side frame rails and connected in the same manner as the main roll bar legs. A horizontal dash bar must be welded between the two front roll bar legs.
 - e. A minimum of three door bars are required between the front and rear main roll bar legs on both sides of car and they must extend into the door panels. A minimum of six equally spaced vertical support bars are required between the door bars. (Two (2) at each door bar, minimum.) The top door bar on each side must have a vertical side wing bar welded upward and connecting to the front roll bar legs.
 - f. All roll bars within the reach of the driver must be covered with roll bar padding.
 - g. Roll bar installation and workmanship must be acceptable to Officials.
 - h. A front loop minimum 1.25 o.d. X .095 wall tubing MAY be installed extending from the forward roll cage uprights to a point no further forward than the front of the frame horns. It may be attached to frame by no more than three (3) upright bars per side. Two fender brackets per side made of 1" o.d. tubing may be welded to the loop. Outward ends of these brackets must be capped with a flat plate not to exceed 2" x 3" x 1/4" for mounting fenders only. No other alterations allowed.
- *Rear frame may be 2x3 square tubing. Tubing cannot go in front of rear axle. 2x3 tubing from rear bumper to rear axle only. This is for crash damage repair.*

SEATS

- A high back aluminum racing seat with right side rib support is mandatory. NO HOMEMADE SEATS, NO PLASTIC OR FIBERGLASS SEATS ALLOWED. Seat must be upholstered and padded.
- Seats must be bolted to a seat rail (1/8" x 1" o.d. round or square tube) that is to be welded to the roll cage separate of chassis. Minimum of six (6) 3/8" bolts and nuts, grade 5 or better, are to be used to secure seat to seat rail. SEAT MOUNTING SUBJECT TO STRICT INSPECTION, SUBJECT TO TECH INSPECTOR APPROVAL. Approved padded headrest mandatory. Back of seat can NOT be more than 65" from the firewall.

BELTS

- A quick release belt and shoulder harness no less than 3" wide and a submarine (crotch) belt are mandatory. No belts or harness over 2 years old may be used. Assemblies not marked with the date of manufacture will not be allowed. ● All belt ends must be attached to the roll bar cage separately from the seat with a minimum of 3/8" grade 8 bolts and 1/8" plastic coated safety cable through belt ends and around roll cage.
- Belts must come from behind driver and may not show signs of wear. SEAT BELT MOUNTING SUBJECT TO STRICT INSPECTION, SUBJECT TO TECH INSPECTOR APPROVAL.

FUEL AND FUEL CELL

- Gasoline only for fuel. Gasoline shall not be blended with alcohols, ethers or other oxygenates and shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds.
- Fuel cells are mandatory and must be securely mounted and installed as far forward as possible in trunk compartment equal distance between frame rails.
- Maximum size of 22 gallons. Must be encased in an approved metal container of 20 gauge steel or 1/8" aluminum. Fuel cell must be secured with steel straps not less than two (2) lengthwise and two (2) crosswise made of minimum 2" x 1/8" flat strap bolted flat to floor pan with minimum 4" square x 1/8" flat strap between bolts and underside of floor pan. Floor pan in trunk area may be cut open and boxed in, to accommodate installation of fuel cell. Cell may not hang lower than the top of axle housing and must have a cell guard with a minimum 1/2" tube to bottom of cell. All fuel cells must be vented and have a coiled tube to prevent leaking of fuel in the event of a roll over.

- No electric fuel pumps or pressure system of any type permitted. An easily accessible fuel shut-off valve is required on the right side of the driver. Valve must be painted yellow and marked on-off. All fuel line routed thru driver's compartment must be inside a metal shield.
- Car must have a fuel cell guard. Fuel cell guard must be minimum 1 1/2" x .095 steel tubing.

SECTION 3

SAFETY

- SFI 1, 3, or 5 rated Firesuit, gloves and shoes or equivalent is required. Nomex type or equivalent fire resistant socks are recommended. Fire resistant underwear is recommended when SFI-1 or equivalent fire suits are worn. SFI or equivalent rated neck collars are mandatory. SFI or equivalent rated helmet skirt or Nomex head sock is recommended. Fire suits and related accessories must be kept clean and in good repair without RIPS, TEARS, and HOLES NOR EXCESSIVELY SOILED WITH GREASE OR OIL.
- Approved racing type full face helmet with current Snell rating are to be used. (SA-10 years or better).Helmet chin strap must be Nomex covered. Helmets must not show signs of abuse. Helmets which are abused, thrown or involved in an injury accident will be confiscated by Officials for inspection.
- Driver's helmet should carry their name, blood type, allergies and date of last tetanus shot along with pertinent medical history.
- A nylon mesh window net must be installed in the left side driver's door opening. The window net must be a rib or mesh type, made from nylon material measuring no less than 16" tall x 22" wide. All window net mounts must be welded to the roll cage. Must fit tight when in closed position and be secured with a quick release type latch at the top-front. Release latch must stay latched & must be easily released by driver and Official in case of emergency.
- A toggle type ignition kill switch must be easily accessible to driver and safety crew and placed to the LEFT of the driver ON TOP OF DASH. Switch must be painted yellow and boldly marked on-off.
- All cars must have an approved operable fire extinguisher securely mounted in a quick-release mounting bracket within reach of the driver.
- Each pit area must be equipped with a serviceable A-B-C type (dry powder) fire extinguisher of a 7 1/2 pound minimum capacity. Must be 100 percent visible at all times.
- Cars cannot be started without a person seated in the car, at the controls, in the event the car jumps into gear.
- Drivers caught on track without all safety equipment on will be black flagged from the racetrack. Once cleared by race Official with all safety equipment properly on, drivers will return to track at the rear of the field.
- All race cars are subject to a safety inspection and it is the responsibility of the driver to see that the car is inspected prior to warm-ups, qualifications and competition.

SECTION 4

IDENTIFICATION

- To ensure the proper scoring of race cars, white numbers on a black background or black border (minimum 1 1/4") are the suggested color combinations for numbering cars. No gold or silver; too difficult for Officials to see and score. Minimum 2 1/2" separation between numbers. (Color combinations other than white and black which are too difficult for the officials to see or score will be required to change.)
- Numbers must be painted on both doors and top (facing right side) and must measure 5" wide x 24" high. If letters are assigned they must be used and must measure at least 10" high. If circles are assigned they must be used, and must measure a minimum of 1 1/4" wide (circle thickness) and must circle around the number and not through the number.
- Cars must also have a 6" high number on the left front of hood or "headlight" area and left taillight area.

RADIOS

- No 2-way radios or scanners allowed in race cars.

OFFICIAL POLICY STATEMENTS

- Any modifications not covered in these rules will not be allowed unless approved by Speedway Officials. ● Equipment will not be

considered "legal" simply because it went through inspection unobserved or because a rule has not been written against it.

- Cars are subject to inspection at any time. Any parts determined to be illegal will result in penalties per Section 5, (Inspections), #8 of the Watsonville Speedway's Race Procedures and Track Rules.
- Officials reserve the right to confiscate and keep any illegal parts and/or equipment.
- Officials reserve the right to judge, decide and establish what constitutes a legal part or car. Officials reserve the right to make changes for reasons of safety or unforeseen circumstances.
- When an Official sends a car to Tech Inspection area, cars must proceed directly to Tech. Detouring, stopping anywhere, or in or around one's pit area is grounds for disqualification. Proceed to tech area off of turn one and straight down the front row of the pit area. If your car is being pushed or towed to Tech, be sure the push or tow driver knows you must go directly to avoid disqualification.
- Officials' decisions are final.

SECTION 5

Transponders & RACEceivers

Track has some Transponder rentals; however, they are a courtesy and if they are not available it is your responsibility to have one.

AMB TRANSPONDERS

Transponders are mandatory on all cars; they can be purchased through www.mylaps.com

Transponder must be mounted on the right side of the fire wall 2ft maximum from ground

RACEceivers

RACEceivers are mandatory on all cars; they can be purchased through www.raceceiver.com or at Watsonville Speedway

If you are out of position, you will be asked twice (2) to get into proper spot, if you do not you will be penalized 2 spots for every position that you are out, on the next yellow or at the end of the race, whichever comes first

SECTION 6

EIRI

(Except in rare instances) Decisions of officials are final and binding without exception. Any rule changes or clarifications during the course of the year will be amended at www.watsonvillespeedway.com , and will be considered as an official part of these rules.

IMPORTANT NOTICE

It is ultimately the obligation of each participant to insure that his/her conduct and equipment comply with all applicable Watsonville Speedways rules and regulations as they may be amended from time to time. No expressed or implied warranty of safety shall result from publication of or compliance with these rules. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.