

2008 PORT ANGELES SPEEDWAY CRASH TO PASS CAR DISCLAIMER

RULE BOOK DISCLAIMER

The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of Auto Racing Events and to establish minimum acceptance for such Auto Racing Events.

These rules shall govern the condition of all Events, and by participating in these Events, all Participants are deemed to have Complied with these rules.

NO EXPRESS, OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

It is the responsibility of the driver of the car to see that his car completely satisfies the rules, including but not limited to all safety rules. The driver of each car represents to the owner, promoter and all others that his car has satisfied all applicable rules, including but not limited to safety rules, whenever such driver participates in a warm-up, practice, or competitive laps.

THESE RULES AND/ OR REGULATIONS ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH OF A PARTICIPANT, SPECTATOR, OFFICIAL OR OTHERS.

The Port Angeles Speedway Officials shall be Empowered to permit minor Deviation from any of the Specifications or Rules herein, or impose any further Restrictions that, in there opinion, do NOT alter the minimum acceptable requirements.

NO EXPRESS, OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF THESE SPECIFICATIONS OR RULES

Any Interpretation of or Deviation from these Specifications or Rules is left to the Discretion of the Officials. Their Decision is final.

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PORT ANGELES SPEEDWAY 2008 CRASH TO PASS CAR RULES

Safety for spectators, officials, drivers, and crew is our first concern. Fire, flying debris, and impact injuries. Keep these thoughts in mind when you are stripping and building your vehicle.

GENERAL INFORMATION:

The Driver of each car represents to the Owner, Promoter and all others, that his car has satisfied all applicable rules, including but not limited to safety rules, whenever such Driver participates in any warm-up, practice, or competitive laps.

The Driver of each car is also completely responsible for **all** actions of Crew Members, Sponsors, or all else signed under their number.

If you have any complaints, disputes, problems, or questions, only the Driver and Crew Chief, Driver and Car Owner, or Driver and one representative from your team may approach an Official, in a civil manner, to resolve the situation. Any other Crew Members doing so could be placed on probation, fined, or suspended. Although the Crash to Pass Car class is designed to be an entry-level class, competitors are reminded they are racing before the paying public the same as the other classes.

All participants are expected to take pride in being part of Port Angeles Speedway's Weekly program. Auto racing entertainment is what we have to offer and we will not tolerate the lack of professional attitude, conduct or appearance of car, Driver, Crew or others involved.

This is a **STOCK CLASS** of car and all parts or components deemed by the Technical Officials to be non-stock will be prohibited. Use of prohibited parts may result in fine, loss of that night's points and/or disqualification to the Driver and/or Owner.

Any prohibited or illegal part found would become the property of Port Angeles Speedway. The Port Angeles Speedway officials will determine what is to become of the prohibited or illegal part once the entire race season has been completed.

All construction rules will be decided by Port Angeles Speedway Technical Officials. Their decision will be final on all construction rules. Burden of proof on any concern will be the responsibility of the Driver and Car Owner.

These rules are a guideline. Contact the Port Angeles Speedway Technical Officials for final approval of your racecar.

The Port Angeles Speedway Crash to Pass Car division is designed to promote greater interest in stockcar competition, and to enable those with moderate means to participate in the 2008 Port Angeles Speedway season.

1. DEFINITION

1.1 The word stock will mean unaltered as originally factory produced and installed for make and model. All cars will be stock unless otherwise specified in these rules. Stock will mean unaltered as originally factory produced and installed for the make and model of the chassis when chassis items are in question and vice versa when body items are in question.

2.0 COMPETING MODELS:

2.1 [Amended 4-2008](#) - 1964 through present Domestic Made, all steel bodies, sedans, coupes, and station wagons. MINIMUM wheel base must be 105". Pickup trucks, convertibles, Imperials, four-wheel drives or trans-axle type cars will NOT be allowed.

CONSTRUCTION: Equipment will not be considered "legal" simply because it went through inspection unobserved, or because a rule has not been written excluding it.

CAR PREPARATION-MUST DO:

3.0. BODY

3.1 INTERIOR:

All upholstery **MUST** be removed with the exception of the front seat and dashboard. Both front door and panels may be reinstalled after removing door and window mechanism. If stock dash is removed, a 2", one-piece spreader bar is to be installed above the steering column, and the column must be attached to the spreader bar. Spreader bar material must be schedule 40 black iron pipe or equivalent.

3.2 All key-locking mechanisms on steering columns **MUST** be removed. Must have a kill switch plainly labeled On and OFF. Horns and radios must be disconnected.

4.0 WINDSHIELD:

- 4.1 Stock windshield in good repair or may use Lexan replacement or maximum 1" expanded metal or 1" wire mesh replacement. Windshield area may not be left open. Securely mounted replacement must extend from the driver's side upright post to the passenger side upright post.
- 4.2 ALL OTHER GLASS/PLASTIC MUST BE REMOVED. THIS MEANS GLASS/PLASTIC FROM DOOR PANELS, ETC. THIS ALSO INCLUDES HEADLIGHTS, TAILLIGHTS, DIRECTIONAL LIGHTS AND BULBS.
- 4.3 Cars will have a minimum of two, 1" x .095" square stock securely fastened vertically in middle of windshield. Three bars are recommended. Windshield must be safety strapped or hooked on each corner if stock metal molding is removed.
- 4.4 The **DRIVER MUST WEAR**, Adequate eye protection at all times when racing.

5 DOOR BARS:

- 5.1 Required on both sides of the car. GUARDRAILS ARE NOT PERMITTED.
- 5.2 Must be a minimum of ¼" thick and 8" wide channel iron (or equivalent) and have corners removed.
- 5.3 Must be mounted on outside of doors and located half way up the door skin.
- 5.3a Optional: A second channel may be mounted on lower side of driver's door, but may not extend past bottom of car body. Combined height of the two driver door channels must not exceed 18". Single Spanaway door bar optional.
- 5.3b Must run from front to rear, and extend at least 5" past each end of the door openings. Max. front wheel well at tech's discretion.
- 5.3c Mounted with ¾" bolts (or equivalent) and have 6" square minimum backing plates. The bolts must be spaced: (1) through the front fender (1) through the door and (1) through the rear fender or rear door. Threaded end of bolts must face inside the car. Driver door bolt(s) must not exceed more than 1" beyond the nut inside or outside of the vehicle.

2009 will require a minimum four point roll cages design.

6.0 ROLL OVER PROTECTION REQUIRED:

- 6.1 Must have at least 1" clearance between helmet and roof.
- 6.2 UPRIGHTS: 2 upright posts required **or** roll cage. Material to be a MINIMUM of 2" pipe or steel equivalent. Minimum 6" square by ¼" thick steel plate must be welded to both top and bottom of roll over posts. Must also have a 6" square by ¼" thick steel backing plate to sandwich the roof and floor. They will then be bolted to the roof and floor with at least four ½" bolts, one at each corner. Roof bolts must have no more than ½" protruding through interior of car. One post to be built behind the driver's seat, and be no more than 3" behind back of seat. Second roll over post must be located in the passenger's seat area, and may be internally connected at the top to the driver's side roll-over post, with the minimum 1½" schedule 40 pipe or tubing, or externally connected with 6"x¼" flat steel, or 1¼" x 1¼" x ¼" minimum angle iron. May be welded or through bolted. **All cars must have headrest attached to the seat or roll bar. Back of seat must be securely attached to roll bar.**

- 6.3 SPREADER BARS: MANDATORY ON ALL CARS. Material to be 2" pipe or steel MINIMUM. One bar to span interior width mounted behind driver and passenger uprights. An additional 2" safety pipe bar(s) must be added. Method #1 is welded to the driver's side of the spreader bar and attached to the frame on the passenger's side. In the case of the Unibody car: a minimum 6" square by ¼" thick plate steel must be welded to the bottom of the safety bar. It will then be bolted to the floor with at least four ½" bolts, one at each corner. Must also have a 6" square by ¼" thick steel backing plate to sandwich the floor. Method #2 requires two additional bars added to the spreader bar. One over each frame rail. They are attached to the frame rails or sandwiched to the floor in the case of Unibody.

6.4 ROLL CAGE OPTION:

Optional four-point roll cage must be mounted to floor per roll cage over specifications, or welded to frame per discretion of the Tech committee. No bracing shall penetrate firewall or splash shield. Must have at least 1" clearance between helmet and roof.

- 6 SHEET METAL:
- 7.1 Fender wells may be trimmed and/or radius, not to exceed four-inch clearance of tires. Removal of front inner panel optional. Cars with impact damage will be allowed to trim sheet metal as per Tech decision.
- 7.2 Hood and trunk lids must be pinned. If bolted must have wing nuts. If it is a four-door, back doors must be chained or welded shut, same for the rear gate of the station wagons.
- 7.3 8"x8"x2½" deep firewall offset for distributor or equivalent required.
- 8.0 REINFORCEMENT: There will be NO reinforcing of front frames, rear frames or bumpers in any way except as noted below:
- 8.1 Sub-frame cars may tie frame rails together to existing frame rail.
- 8.2 A core support brace may be bolted or welded into position forward of upper control arm. Maximum outside diameter of brace tubing to be 2½" steel pipe at Tech's discretion.
- 8.3 A 2" spreader bar may be installed between rear frame rails or from hook plate to hook plate midway in the trunk. Spreader bar must be bolted or welded to frame rails.
- 8.4 Rear bumper hook plates may be installed. 6"x½" plate maximum, from bumper to opening of wheel well. Bolted or welded from bumper to skin and skin to frame; using a maximum 2" O/D pipe with 6"x6" backing plates from skin to frame.
- 9.0 TOW POINTS: Tow points required. Either four corner hooks or two chains between front and rear rails.
- 10.0 EXHAUST SYSTEM : Mufflers are required 95db @ 100 feet. Exhaust must exit behind the driver and will be contained underneath floor pan of the vehicle. Exhaust may not be run through the drivers compartment.
- 11.0 BRAKES: Cars must have four working breaks.
- 12.0 SAFETY ITEMS: PERSONAL PROTECTION:
- 12.1 Seat belts: A 3" wide (minimum) 4-point racing harness MANDATORY. 5 point harness recommended.
- 12.2 Driver's seat and racing harness must be bolted to roll protection. If you have any questions, ask Tech they have the last say on acceptability of harness.
- 12.3 Aluminum double wrap around high back racing seat highly recommended.
- 12.4 Plastic or fiberglass seats are not permitted.
- 12.5 Driver's door and steering wheel MUST be padded.
- 12.6 All Drivers MUST wear a full face helmet that is Snell SA2000 approved or newer. Helmet must be worn at all times when the car is on the racing surface and must accompany the vehicle at time of inspection.
- 12.7 The **DRIVER MUST WEAR**, Adequate eye protection at all times when racing.
- 12.8 All drivers must wear a Proban or Nomex driving suit. (Nomex long underwear, foot and head sock, shoes and neck collars highly recommended!
- 12.9 All vehicles MUST have a 2.50 lb (minimum) ABC fire extinguisher mounted securely with metal mounting brackets. Must have metal gauge and nozzle. Must be easily removable and within reach of driver.
- 12.10 It is mandatory that each participant must keep a fully charged second fire extinguisher in his/her pit area at all times. The extinguisher will be a minimum 2 ½ lb or larger Class B fire extinguisher, showing current inspection certificate and a visible operating pressure gauge.
- 12.11 WINDOW NET on driver's side required.

13.0 FUEL SYSTEM:

- 13.1 Gas tank shall be eight (8) gallon MAXIMUM boat tank, or an eight (8) gallon racing fuel cell, and will be mounted over the rear end in center of the vehicle on the floor. If approved boat tank or racing fuel cell is plastic they must be enclosed in a full metal container box. (No plastic tanks or fittings are allowed.) The tank must be securely chained two ways and enclosed if it extends above the shelf. All fittings must be secured and ALL GAS LINES MUST HAVE A SCREW ON TYPE CLAMP. All tanks have an adequate splash shield. (20 gauge steel MINIMUM.) No fuel line is allowed inside the driver compartment. All fuel tanks to be vented to exterior of vehicle through a minimum 1" hole. Vent line must have a PCV valve clamped to the opening.
- 13.2 Type of fuel used shall be pump gas only.
- 13.3 2 throttle return springs are required.
- 13.4 No fuel injection of any kind.
- 13.5 No electric fuel pumps allowed.

14.0 ELECTRICAL:

- 14.1 Batteries must be removed from engine compartment. No trunk mounted batteries. Securely mounted battery in battery box is required. Battery must have metal hold down SEPARATE from battery box. Subject to Tech Committee. No plastic battery boxes. Master disconnect switch must be located behind driver's seat on roll bar clearly labeled ON/OFF. Switch must disconnect battery and stop engine.

15.0 ENGINE:

- 15.1 ENGINE MUST BE STOCK.
- 15.2 Engine to remain in stock location. Solid mounting is okay.
- 15.2 No Limited production or high performance parts.
- 15.3 Maximum .060" over bore on flat top pistons.
- 15.4 No high rise manifolds.
- 15.5 Stock cast iron intake, exhaust, and heads only. No porting, polishing, or gasket matching allowed. No internal alterations to heads allowed, with the exception that replacement type screw-in studs may be used, but stud towers **cannot** be milled. Pinning of stock studs is okay.
- 15.6 Maximum one four-barrel carburetor. A 1" maximum space/adaptor is allowed.
- 15.7 Only stock specification camshafts on are allowed.
- 15.8 Must have either an air cleaner or suitable flame arrestor on the carburetor.

ABSOLUTELY NO OTHER SPEED EQUIPMENT OF ANY KIND WILL BE ALLOWED. THIS WILL BE DETERMINED BY TECH AND BE STRICTLY ENFORCED - WITH NO EXCEPTIONS!

16.0 DRIVE TRAIN

- 16.1 Drive lines must be painted white and a safety chain must be looped under the forward half of the drive line within 16 inches of front u-joint.
- 16.2 Lock or welded rear ends are okay.
- 16.3 Transmission cooler and/or remote oil filter allowed must not be in driver's compartment.

17.0 SUSPENSION

- 17.1 SUSPENSION MUST BE STOCK. No air or spring assisted shocks. No adjustable springs or adjustable spacers. All springs must be stock.
- 17.2 Coil Springs: May be heated and/or cut, etc.
- 17.3 Leaf Springs: May be reconfigured, cut, heated, re-stacked, etc.
- 17.4 MINIMUM 5" clearance required at front of "X" member to ground.

18.0 TIRES

- 18.1 Tires must be DOT street legal with a minimum 175 DOT tread rating. They cannot exceed 70 series and the DOT numbers must be legible. No alterations of any kind allowed.
- 18.2 All rims must be steel with a maximum 8" rim width and maximum 5" offset from face of wheel to bolt pattern.
- 18.3 Larger wheel studs okay.

19.0 REPAIRS

- 19.1 When repairing damaged cars, no material stronger than what you are repairing or replacing may be used, per Tech

20.0 COOLING SYSTEM:

- 20.1 OIL LINE AND TRANS COOLERS: Oil and transmission fluid coolers, if used MUST be mounted inside the engine compartment. NOT IN CAB
- 20.2 Automatic transmission lines must be joined with suitable material and be double clamped.
- 20.3 Oil pressure gauge supply line must be steel, brass and copper only. Plastic lines are not permitted.
- 20.4 No Cooling system other then stock is permitted.
- 20.5 Radiator must be mounted in the stock location.
- 20.6 Radiator protection allowed. 1" x 1" tubing maximum. Two upright bars and two cross bars not to extend outside the frame horns, rear brace bars to be mounted in front of the A-arms or if equipped in front of front axle. Not to extend beyond the front grill.
- 20.7 An expanded metal or wire mesh screen may be installed in front of the radiator.

21 NUMBERS

- 21.1 Numbers must be on both sides of the car, and on roof facing passenger side. Numbers should be 18" high and 2" wide. Can run roof top sign board with numbers on both sides instead.

22.0 TRANSPONDERS

- 22.1 **Transponders are mandatory:** The transponder must be mounted on the passenger side of the cab on the floor. It is recommended that a small hole be cut in the floor board so the transponder is looking directly down at the pavement. It must be mounted so that the leading edge of the transponder is 3' (feet) back from the center of the front spindle with the wheels facing straight ahead and measured at a 90 degree. If you are unsure ask a Port Angeles Speedway Tech Official.

- 23.0 **On construction rules:** If it does not say you can, then you can not! If in doubt contact a Port

Angeles Speedway Tech Official to get an answer before you do it.

24.0 **If not a good sport don't enter.**

25.0 **NO PROTEST. PORT ANGELES SPEEDWAY OFFICIAL(S) DECISION IS FINAL.**

26.0 **REGISTRATION**

Registration is mandatory to participate in all events.

27.0 **ONE-WAY RADIOS**

One-way radios (scanners/ race scan). May be in the future.

28.0 **PORT ANGELES SPEEDWAY MAY MODIFY ANY OF THESE RULES STATED HEREIN FOR THE BEST INTEREST OF SAFETY AND THE SPORT OF COMPETITION.**

Note: The above rules are for construction.