

## 2010 PORT ANGELES SPEEDWAY CRASH TO PASS TRUCK 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 truck to see that his truck completely satisfies the rules, including but not limited to all safety rules. The driver of each truck represents to the owner, promoter and all others that his truck 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 2010 CRASH TO PASS TRUCK 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 truck represents to the Owner, Promoter and all others, that his truck 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 truck 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 Truck 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.

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 truck 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 Truck 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 Truck division is designed to promote greater interest in racing competition, and to enable those with moderate means to participate in the 2010 Port Angeles Speedway season.

## **DEFINITION**

1. The word stock will mean unaltered as originally factory produced and installed for make and model. All trucks 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.

1.2 If it doesn't say you can, you can't.

2. **ONLY** North American pickup trucks, including any 2 wheel drive suburban or international travelalls. If there is any doubt, check with Tech **BEFORE** building your truck. NO 4x4's.

## 3. **PERSONAL PROTECTION:**

3.1 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.

3.2 Goggles or a face shield must be worn. The **DRIVER MUST WEAR**, Adequate eye protection at all times when racing.

3.3 Neck braces are recommended.

3.4 All drivers **MUST** wear a Proban or Nomex driving suit. Nomex long underwear, foot and head sock, shoes and neck collars highly recommended!

3.5 All vehicles **MUST** have a 1.50 lb (minimum) ABC fire extinguisher mounted securely in drivers reach. Must be quick release bracket.

3.6 All vehicles **MUST** have a drivers side window net.

#### 4. **MANDATORY STRIPPING OF TRUCK:**

4.1 ALL combustible material, glass, plastic, ornaments, horns, chrome trim, lights, bulbs, etc. **MUST** be removed.

4.2 Vehicles must be clear of loose objects and glass, except the windshield.

4.3 You must remove the complete dashboard.

4.4 Front fender wells, inner hood and trunk skins may be removed.

4.5 Door hinges may not be removed.

#### 5. **CAGE CONSTRUCTION:**

5.1 No removal of sheet metal from interior or passenger compartment, except as needed for installation of bars.

5.2 Rusted floor pans must be patched with equivalent gauge sheet metal.

5.3 All unnecessary holes in the firewall and floors must be patched with suitable equivalent sheet metal.

5.4 Driver's door panel must be retained or door must be padded.

5.5 All trucks **MUST** have a cross brace at the front of the box, bolted through both outside door bars by interior flanges.

5.6 Minimum 4 point roll cage is mandatory. The roll cage must be mounted to the frame. Roll cage must have main hoop, roof hoop, two (2) A-post bars, dash and main hoop spreader bars and main hoop diagonal bar. Dash bar must be over steering column. Not to exceed 7 points

5.7 Main bars must be a minimum 1 ½” black pipe, 2” O.D. maximum, with a minimum 1/8” wall thickness (schedule 40 recommended), or minimum 1 ¾” O.D. x .095 round ERW or DOM roll bar tubing or **a manufactured roll cage kits with 1 ¾” x .095 round**

**ERW or DOM round tubing are recommended.** Must be welded or securely bolted to the frame. Braced (Rear Kickers) not less than half the height of the main bar back to the frame at a point past the fuel cell but no closer than the front of the rear fender wells (long bed trucks). Short bed trucks kickers may extend to the middle of fender wells to the frame. At least one diagonal brace in the main bar. No exhaust tubing or galvanized pipe allowed.

5.8 Note: On drivers side frame two (2) 12" x 12" boxes of equal material of frame may be welded to outside of frame to accommodate roll cage mounts to give driver safe adequate room in cab.

5.9 Gussets are required on all 90-degree joints.

5.10 All cages subject to Tech approval.

5.11 Roll bar padding of all bars within reach of the driver is mandatory.

5.12 Four-point roll cage must be mounted to or welded to frame per discretion of the Tech . No bracing shall penetrate firewall or splash shield. Must have at least 1" clearance between helmet and roof.

5.13 Minimum height from the ground level to the bottom of frame is 4".

5.14 If four-point roll cage. Door bars **MUST** be bolted to the four-point roll cage.

5.15 **NO** reinforcing is allowed until there has been damage, with the exception of the frame horns and flat bar between front bumper horns and under fender edge. (See Tech)

5.16 Frames must not be reinforced.

5.17 Equivalent gauge steel may be used to repair broken frame rails.

5.18 If body mounts are removed, the bolt **MUST** remain stock (7/16").

5.19 Additional support for frame horn is permitted. This must be tech approved.

5.20 No excessive plating allowed.

5.21 Must have cross bar in dash area and tie into door bars and be securely bolted or welded.

## 6. **HOOD:**

6.1 Two (2) holes are required in the hood,(1 hole above each valve cover) large enough for a fire extinguisher nozzle (minimum hole size 7" x 10").

6.2 Hood **MUST** be bolted or chained safely shut.

6.3 Hood to be secured with a minimum of four hood pins (up to 1" in diameter, redi-rod

may be used).

6.4 Front two hood pins can extend through the radiator support or redi-rod through the body mounts.

6.5 All four hood pins can be attached to the frame.

6.6 Maximum washer size for hood pin places is 6" x 6".

Inner and other hood skins may be bolted together with a maximum of either 3/8" bolts and equivalent size washers.

## 7. **SEAT:**

7.1 Driver's seat MUST be a high back bucket without removable headrest.

7.2 IT MUST be securely bolted to the floor and fastened to the driver's upright.

7.3 Aluminum double wrap around high back racing seat recommended.

7.4 Plastic or fiberglass seats are not permitted.

7.5 No bench seats.

7.6 A properly mounted minimum 3" lap belt, 3" shoulder belts, 4 point racing harness will be worn at all times when on the track.

7.7 Anti-submarine strap or 5 point harness is recommended.

7.8 Shoulder harness should be properly mounted through the cab only, Directly behind the driver.

## 8. **DOORS AND DOOR REINFORCEMENT:**

8.1 Doors MUST be bolted or chained safely shut.

8.2 Doors may be welded.

8.3 Door bars MUST be bolted to the four-point roll cage.

8.4 Driver and passenger doors MUST be reinforced with steel bars.

8.5 8" or 10" C Channel preferred minimum thickness 1/4".

8.6 Door bar to be 8" minimum on driver's and passenger's door.

8.7 Door bars must be level and mounted on the outside of the vehicle.

8.8 Door bar MUST extend 6" minimum in front of door and not further than 2" to the rear of the front wheel well opening (stock location), and no less than 8" into the box and

a maximum of 2" in front of the rear wheel well opening (stock location).

8.9 You may use two bars to obtain 8" in height, ONLY if they are continuously welded together.

**8.10 DOOR BAR BOLTS:**

A minimum of four 5/8" bolts with suitable nuts and washers are required to bolt any door bar on.

8.11 These must be bolted through the entire door/fender, not just the door skin.

8.12 Front bolt is to go through front fender and foot box, second bolt through the center of the door, third and fourth bolts through the box, and MUST be bolted to the cross brace.

**9. BUMPERS:**

9.1 Front and rear bumpers on all vehicles must have chain welded or bolted on both sides of the frame horns, and then securely welded or bolted to the bumper.

9.2 Bumper shocks must be welded.

9.3 Bumpers must be stock type car or truck bumpers.

9.4 Bumpers can be chrome or painted car or truck front bumpers.

9.5 Rear bumper is optional.

9.6 Checker plate rear bumpers are allowed.

9.7 NO extensions - front or rear.

9.8 Trailer receivers and trailer hitches must be removed.

9.9 Bumper pinning is allowed. (Maximum 1" redi-rod, maximum 4" back from front horn flange.)

**10. WINDSHIELD:**

10.1 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

10.2 Securely mounted replacement must extend from the driver's side upright post past the center of windshield opening.

10.3 The **DRIVER MUST WEAR**, Adequate eye protection at all times when racing.

10.4 A minimum of three, 1" x .095" square stock MUST be bolted vertically in middle

of windshield.

### 11. **FUEL SYSTEM:**

11.1 GAS TANK: Stock gas tank(s) must be replaced with a securely fastened and covered fuel cell / boat tank (max 8 gal) securely mounted in the center at foremost front of the box, and must be easily accessible for Tech inspection.

11.2 Adequate leak proof box must be used to cover and contain fuel cell/boat tank.

11.3 Fuel lines inside the vehicle must run continuously through metal conduit or similar protection for the whole length of the vehicle.

11.4 Electric fuel pump(s) may NOT be used

11.5 A battery shut off switch must be mounted to the driver's side upright and be readily accessible to the safety crew, in the event an emergency shut off switch is required.

### 12. **COOLING SYSTEM:**

12.1 OIL LINE AND TRANS COOLERS: Oil and transmission fluid coolers, if used MUST be mounted on the firewall inside the engine compartment. NOT IN CAB

12.2 Automatic transmission lines must be joined with suitable material and be double clamped.

12.3 Oil pressure gauge supply line must be steel, brass and copper only. Plastic lines are not permitted.

12.4 No Cooling system other than stock is permitted.

12.5 Radiator must be mounted in the stock location.

12.6 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.

12.7 An expanded metal or wire mesh screen may be installed in front of the radiator.

### 13. **TIRES, WHEELS AND RIMS:**

13.1 DOT street tire.

13.2 Split rims are not permitted.

13.3 Absolutely no home fabricated or re-drilled wheels will be permitted anywhere on the vehicle.

13.4 All wheel studs, lug nuts and stud seats will be in good repair.

13.5 No unilug or aluminum rims permitted.

13.6 Wheel wells may be bolted together with a maximum of five 3/8" bolts and equivalent size washers, cut flush to the nut.

14. **SPRINGS:**

14.1 Changing of rear springs corporation to corporation is allowed, but must be stock and unaltered.

14.2 If tech feels that the springs are unsafe, they must be changed.

14.3 OEM or equivalent shocks only.

14.4 No racing shocks.

14.5 Shocks must be located in stock location.

15. **ENGINE:**

15.1 Must be factory Stock Configuration.

15.2 Engine make does not have to match chassis make.

15.3 NO modifications on engines. Except the following:  
Aluminum Production intake manifold okay. No internal altering of manifold.  
Replacement Carburetor okay, Maximum 750 CFM 4 Barrel Carburetor. Single Carb only.

15.4 No turbo or superchargers.

15.5 Firewalls can be hammered back or cut away for distributor clearance.

15.6 Firewall must remain in stock location.

16. **EXHAUST:**

16.1 Stock Exhaust manifolds or headers, **NO** 180 degree headers, **NO** exotic exhaust systems. Subject to Tech Inspector(s). **NO OPEN EXHAUST OR OPEN HEADERS.** MUFFLERS MANDATORY may be aftermarket. 95 db @ 100 ft.  
End of the Exhaust system must extend a minimum of one (1) foot past the cab of the truck.

17. **DRIVE LINE:**

17.1 Drive line must have loop or chained.

17.2 Must be painted white.

18. **TAILGATES:**

18.1 Tailgates must be bolted or welded and chained in the corners.

19. **BODY:**

19.1 One ONLY replacement quarter panel or equivalent sheet metal is allowed over top of the original (damaged) quarter panel.

20. **TRUCK NUMBERS:**

20.1 Truck numbers on both doors MUST be at least 20" tall in an **EASY TO SEE** color.

20.2 Roof numbers must be at least 36" in height.

20.3 No metallic or reflective numbers are allowed.

20.4 They must be seen at night across the track.

21. **TRANSPONDERS**

**21.1 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.

22. **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.

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

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

25. **REGISTRATION**

Registration is mandatory to participate in all events.

26. **ONE-WAY RADIOS**

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

**25. 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.