

2009 PORT ANGELES SPEEDWAY HOBBY STOCK 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 2009 HOBBY STOCK 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 Hobby Stock 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 Hobby Stock division is designed to promote greater interest in stockcar competition, and to enable those with moderate means to participate in the 2009 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. COMPETING MODELS.

2.1 1965-1995 standard sized North American made cars, coupes or wagons. Two seat models not approved, Hearse models not approved, Convertibles not approved, Camaro and Firebirds not approved.

2.2 Minimum wheel base 101"

3. MINIMUM WEIGHTS – post Event

3.1 Minimum total weight as weighed with the driver will be 3,300 lbs. (post race, post qualifying)

3.2 Maximum left side weight percentage as weighed with the driver will be 55.00 %.

4. ENGINES

4.1 Must be same make as the body. **GM to GM, FoMoCo to FoMoCo, Mopar to Mopar**

4.2 Only factory produced **OEM** parts and components will be approved. Unless otherwise specified. Cast Iron **OEM** Block and Heads only: Aluminum Block and Heads not Allowed. **OEM** Aluminum Block and Heads not Allowed.

4.3 Pistons, valves and valve springs may be factory type replacement of similar weight and material. Top of piston can not exceed top of engine deck

4.4 Engine must remain in stock location or number 1 spark plug must be forward of the centerline of the upper ball joint.

4.5 Aftermarket engine mounts approved.

4.6 It is recommended that compression ratio not exceed 10.5 to 1.

- 4.7 365 CUBIC INCHES, MAXIMUM.
- 4.8 Camshafts may be hydraulic or flat tappet of any manufacturer. Use of cam button approved. No Roller or Mushroom camshafts approved.
- 4.9 Cam timing will be chain and gear type of any manufacturer.
- 4.10 Aftermarket steel or aluminum water pumps approved, pulley system optional.
- 4.11 Mechanical fan only, aftermarket allowed. Must be shrouded minimum three sides. (top and sides)
- 4.12 After-market dampners not allowed.
- 4.13 Oil pans may be over-sized. After-market claimer pan approved. Oil coolers and remote filter locations are approved.
- 4.14 Alternator not required. If an alternator is used it must be stock.
- 4.15 **HEADS**
- 4.16 No porting of cylinder heads allowed and will be stock for make.
- 4.17 No Bowtie (GM), No vortex (GM) except factory 12 bolt intake heads with factory heat crossover port (1995 and earlier), No Cleveland v-4 (FORD), or W-2 heads (Chrysler). No after-market heads allowed.
- 4.18 Machining for screw in studs approved. Machining on head for use with early model intake manifolds approved. Machining for the purposes of truing or surfacing approved.
- 4.19 Stock type rocker arm assembly only. After-market stamped steel replacements of similar weight and material approved. After-market stamped steel replacements of similar weight and material with roller tip approved.
- 4.20 Valves and valve springs may be factory type replacement of similar weight and material

5. **INTAKE AND EXHAUST MANIFOLDS**

- 5.1 Intake manifold will be stock **OEM** for make, cast iron with factory casting numbers.
- 5.2 No aluminum manifolds. No porting. Aluminum **OEM** manifolds not Allowed.
- 5.3 Exhaust manifolds will be stock for make. Claim (\$100.00ea.) in effect with all exhaust manifold. Headers not approved. No porting approved.

6. **CARBURERATION and FUEL**

- 6.1 Holley 4412 is the class carburetor. No other carbs approved unless otherwise noted.
- 6.2 Removal of choke horn is not permitted. Factory Holley part numbers must be intact and readable
- 6.3 Carburetor adaptor will not exceed 1" in thickness, material optional.
- 6.4 *NON MARINE* intake manifolds will be allowed an additional 1" spacer plate between the carburetor and the manifold for a total maximum of 2"
- 6.5 Restrictor plate may be required at any race, available from track if used.
- 6.6 All carburetors will be in compliance with the standard go, no go, tech gauge should the track warrant an inspection.
- 6.7 Two throttle return springs required.
- 6.8 Air cleaner or butterfly cover required. Hood may be clearanced for taller air cleaner. All foam air filters not allowed.
- 6.9 Fuel pumps must be factory type replacement. No electric pumps allowed.
- 6.9.1 Exception: If **OEM** factory block has no provision on the block for a fuel pump an electric fuel pump may be used and a minimum 12" capitol letter "E" must be added following the number of the car. Example (99E)
- 6.10 Pump gas recommended, AV-GAS approved. Racing fuels not allowed.

7. **IGNITION**

- 7.1 Ignition will be stock for make, camshaft driven distributor only. No magnetos, MSD or after-market performance parts.

- 7.2 Modules, points and coils will be factory stock type replacement.
- 7.3 No MSD Parts or Coils or after-market performance parts approved.

8. TRANSMISSION

- 8.1 All forward and reverse gears must be operational.
- 8.2 Automatic transmission use is optional.
- 8.3 Transmission must be stock for make.
- 8.4 Torque converters will be stock stall speed.
- 8.5 Transmission blanket for automatic's is recommended
- 8.6 Transmission coolers and cooler lines shall be contained outside of the driver's compartment. Is also must be located in front of the front firewall or behind the rear firewall. Any Transmission cooler located other wise will be subject to tech approval for driver safety.
- 8.7 Manual gearboxes will be stock for make with no alterations.
- 8.8 NHRA approved explosion proof bell housing for manuals mandatory. Must have removable inspection plate.
- 8.9 Flywheel must be steel and unaltered with factory casting numbers intact. Machining of flywheel permitted for balancing and surfacing only.
- 8.10 Clutch disc and pressure plate will be stock type replacement, no racing clutches approved. 10.4" will be the minimum clutch disc diameter.
- 8.11 Hydraulic throw out system approved.

9. REAR END

- 9.1 Will be stock for make and model. Exception: Ford 9" Swap will be allowed; all mounting points must be made to be direct bolt in to receiving car.
- 9.2 Gear ratio optional.
- 9.3 Welding, mini spool or full spool may lock differentials.
- 9.4 No posi-trac, limited slip, Gold trac or Detroit Lockers.
- 9.5 Floater rear ends not approved.
- 9.6 Aftermarket axel allowed on the RR. Right side wheel studs must be a minimum 1/2".

10. BODY SPECIFICATIONS

- 10.1 1965-1995 standard sized North American made cars, coupes or wagons. Two seat models not approved, Hearse models not approved, Convertibles not approved, Camaro and Firebirds not approved. Minimum wheel base 101"
- 10.2 Windshield posts are mandatory. All bodies and body panels shall be maintained or replaced as needed to keep stock appearing look, as approved by Officials or Promoter.
- 10.3 **Body and chassis must be of the same make.**
- 10.4 Body must be complete for declared make and model.
- 10.5 Wheel base minimum will be 101". Wheelbase will remain stock for make and model of chassis. No car will be allowed a tolerance from side to side of more than 1/4".
- 10.6 Bodies to remain stock in appearance. Destroyed panels must be repaired or replaced.
- 10.7 Steel replacement panels may be fabricated from minimum 20 gauge sheet metal and must follow original body lines. Must resemble stock look, at tech discretion.
- 10.8 Fenders and quarters panels may be trimmed for tire clearance. Trimming not to exceed 3" from top of tire. Tech discretion
- 10.9 All exterior molding and lights must be removed, along with chrome strips, door handles, ornaments, etc including rear and side glass.
- 10.10 All flammable material must be removed.
- 10.11 Head light openings must be covered. Rear glass may be replaced with minimum 1/8" lexan, or louver.
- 10.12 Windshield optional. If removed it must be replaced with a maximum 1/2" X 1/2" wire mesh screen covering the entire opening and be securely mounted.

- 10.13 Lexan windshields approved. Windshield opening must have two “tire bars” securely welded or bolted in place (must be Tech approval) into the opening to prevent a tire or like object from entering the drivers compartment.
- 10.14 Rear spoilers are not approved. If rear spoiler came as OEM, remove it.
- 10.15 Front inner fenders may be removed. All other inner panels may be trimmed, including hood and rear deck lid.
- 10.16 Inner panels in trunk area may be removed for fuel cell installation.
- 10.17 Hood and rear deck lid will be securely fastened using (4) four hood pins or (2) two hood pins and (2) two hinges. **NUTS AND BOLTS ARE NOT APPROVED FOR SECURING HOOD OR DECK LID.**
- 10.18 Front firewall will remain stock and in stock location. All openings shall be filled or repaired with a minimum 22 gauge sheet metal.
- 10.19 Stock floor pan will be intact and complete from the front firewall rearward to at least the bottom of the rear seat riser. Any holes must be filled or repaired with minimum 22 gauge sheet metal.
- 10.20 Rear firewall will be intact. Stock material may be replaced with minimum 22 gauge sheet metal. All openings shall be filled or repaired with a minimum 22-gauge sheet metal. If No Rear Firewall came with model car you must install one with minimum 22 gauge sheet metal.
- 10.21 Frame and/or unibody must be complete and unaltered unless other wise noted within these rules.
- 10.22 Front cross member notches that are not being used will be approved. i.e, fuel pump clearance.
- 10.23 Repaired rear frame sections will be allowed with tech approval and will be replaced with stock donor frame material.
- 10.24 Replacement of damaged rear stock rails with tube steel, may be weight penalized if tube steel replacement extends forward of the rear end centerline. Tech discretion.
- 10.25 Any weight penalties are at tech discretion.

11. BUMPERS

- 11.1 Must have stock front and rear bumpers for the make and model of chassis in stock location.
- 11.2 Rear bumper must be strapped to body.
- 11.3 Front bumper must be strapped to fenders.
- 11.4 Exterior nerf bars optional. Nerfing not to extend more than 1 ½” past the body skin at any time, ends must be capped or welded shut. Nerfing allowed on both sides, between front and rear tires only. 1” O.D. round or maximum 1” X 1” square tubing is the only approved material for exterior Nerfing. This is not a replacement for door bars that are part of the roll cage.

12. SUSPENSION

- 12.1 Suspension must be stock with the following exceptions.
- 12.2 Minimum Ride height: Five (5) inches all four corners measured at frame rails between tires.
- 12.3 **Front and rear shocks** must be stock or stock type replacement and mount in stock location, on stock mounts. Claim (\$75.00ea.) in effect with all shocks.
- 12.4 **Front strut cars** will use stock or stock type replacement struts and will mount in stock location. Claim (\$125.00ea.) in effect with all front struts. Towers must remain in stock location and may be notched for camber/caster adjustment. Plating for support is recommended if they are notched.
- 12.5 **Front coil springs** may be stock type replacement. Minimum height is 9 1/2” freestanding and out of car. No adjustable or non adjustable spacers on top of spring allowed. No weight jacking bolts of any kind allowed. Trimming or heating to a minimum height of 12” freestanding and out of car, approved.
- 12.6 **Torsion bars** will be stock for make or stock type replacement only.
- 12.7 **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 shackles

will be stock or fabricated to match stock measurements center to center with no more than 1/2" in tolerance. No threaded or adjustable jacking devices approved.

- 12.8 No chains or stoppers may be used to stop suspension movement.
- 12.9 Use of twisties, or spring rubbers are approved in front or rear coil springs.
- 12.10 Rear coils 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 or replaced, but will remain in stock location.
- 12.11 Sway bars will remain stock for make and must be mounted in stock location. Connection method to the lower control arms is optional. Sway bars may be adjustable. Poly bushings approved.
- 12.12 No heating, cutting, welding, grinding, or bending of any suspension component allowed, unless otherwise noted within these rules.
- 12.13 A-arms, control arms, and suspension components must be stock for make and model. Mounting locations will be stock for make and unaltered.
- 12.14 Poly or steel bushings approved for front or rear suspension components.
- 12.15 Rotors/Hubs and spindles will be stock for make. Relocation of lug pattern approved. 1/2" minimum wheel studs on right side of competing car mandatory.
- 12.16 2" maximum camber measured at the top to the bottom of the wheel.

13. STEERING COMPONENTS

- 13.1 Power steering pumps, if used, will be stock.
- 13.2 Steering shaft may be fabricated, if spherical rod ends bearings are used in the steering shaft they must be minimum 5/8". All other steering components must be stock.
- 13.3 Removable steering wheel is permitted if industry standard hex or splined, quick release hub is used as per installation
- 13.4 Power steering cooler allowed but must not be mounted in the Drivers compartment. Subject to Tech approval.

14. ROLL CAGE

- 14.1 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, not including front hoop connection points.
- 14.2 Main bars must be a minimum 1 1/2" black pipe, 2" O.D. maximum, with a minimum 1/8" wall thickness (schedule 40 recommended), or minimum 1 3/4" O.D. x .095 round ERW or DOM roll bar tubing or **a manufactured roll cage kits with 1 3/4" 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 10" to the rear bumper. At least one diagonal brace in the main bar. Minimum three door bars on the driver's side and two on the right (passenger) side, parallel to ground and perpendicular to driver. Door bars must radius out to 1" of the outer door skin. Door bars must have a minimum of three spacers evenly spaced and welded in place. No exhaust tubing or galvanized pipe allowed.
- 14.3 Gussets are required on all 90-degree joints.
- 14.4 **UNIBODY**-Roll cage must be securely fastened to the floorboards by welding 1/8" thick minimum plate, 4" x 8" or 6" x 6" on top and/or underneath the floorboards. If bolted, a minimum of four (4) 3/8" bolts per mounting, or cage may be directly integrated into the sub frame at all main points with full circumference welds. Front and rear sub-frames may be tied together with custom or aftermarket sub-frame connectors.
- 14.5 Front hoops allowed to penetrate the firewall. Hoop bracing behind the upper A-arms is permitted. [Radiator support may be integrated in the hoop. Amended 1-16-09](#)
- 14.6 Roll bar padding of all bars within reach of the driver is mandatory.

15. BRAKES

- 15.1 All four corners must be stock and in working order. Stock swaps for larger or disc brakes allowed in front. Provided no suspension change other than the spindle to accommodate the larger brakes. Control arms changes are not allowed.
- 15.2 Master Cylinders will be stock.
- 15.3 Proportioning valves not approved.

16. BATTERY.

- 16.1 The battery must be securely mounted. between the frame rails and in front of the rear-end. If the battery is mounted in the drivers compartment, then it must be mounted securely in a marine type battery box. Tech approval required.

17. DRIVESHAFT

- 17.1 Drive shaft and universals must be similar in design to standard factory production. Shaft must be steel. Aluminum or composite not allowed. Must be painted white and be a minimum of 2 3/4" in diameter. The drive shaft must be surrounded by either two (2) 360 degree solid steel straps no less than 2" x .125 or chain 1/4" thick or cable 1/4" thick and be placed not more than 12" from each universal joint and fastened to the floor or cross member.

18. EXHAUST SYSTEM

- 18.1 Mufflers are required 95db @ 100 feet.
- 18.2 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.

19. FUEL CELL AND FUEL SUPPLY:

- 19.1 The use of a commercially manufactured fuel cell is mandatory. The maximum capacity, including filler spout and overflow vent check valves is 22 gallons. 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".
- 19.2 Fuel cell container is required. The fuel cell must be enclosed in a container of not less than 22 gauge steel.
- 19.3 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. Location ahead of the rear bumper will be no less than 18 inches
- 19.4 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.
- 19.5 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.

- 19.6** 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.
- 19.7** All fuel lines must be under the car or encased in metal pipe or conduit with no connections through the Drivers compartment from front firewall to rear firewall.
- 19.7.1** If your fuel line runs through the Driver's compartment, then the outside of the fuel line encasement MUST be painted RED or wrapped with RED duct tape. Take a BLACK marker and write on the outside clearly and in big letters, three (3) or more places: "FUEL LINE
- 19.8** Regular Pump gas allowed. Racing fuels not allowed. AV-GAS approved. No methanol or nitro.

20. MIRRORS

- 20.1** One stock automotive type mirror approved for windshield rear view. Not to exceed 12" wide x 4" tall. Amended 12-8-07
- 20.2** One stock automotive type mirror approved for left side, not to exceed 3x3 inches.

21. RADIATOR

- 21.1** Only one radiator allowed. After-marker radiator allowed.
- 21.2** Must mount in stock location. Mounts optional.
- 21.3** 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. Not to extend beyond the front grill.
- 21.4** One-gallon overflow tank required.
- 21.5** Fan shroud see **4.11**

22. WHEELS

- 22.1** Steel wheel not to exceed 8" in width.
- 22.2** White spoke type wheel or approved racing wheel mandatory on the right side, not to exceed 8" in width. Tech approval required.
- 22.3** Wheel spacers not approved. Wheel adapters not approved.
- 22.3** Right side wheel studs must be a minimum 1/2".

23. TIRES.

- 23.1** Port Angeles Speedway Hobby Stock approved tire will be Goodyear D2462 or [D2862](#) 26.5X8.0-15 and Goodyear D2663 or [D2863](#) 27.0X8.0-15 only. Tire must be stamped with PAS. [Amended 1-16-09](#)
- 23.2** Chemical softening of tires is prohibited.

24. ELECTRICAL.

- 24.1** An ON/OFF ignition switch will be installed within reach of the driver when belted in the car. The on/off switch will be clearly marked.
- 24.2** A MASTER on/off switch must be located on the roll bar directly behind the driver and accessible from the outside and must kill power to the entire car.

25. BALLAST

- 25.1** Ballast weight must be securely attached to mainframe or major cross member structure with a minimum of two (2) 3/8" bolts and fender washers. It is strongly recommended that majority of the ballast weight be contained inside the frame rails. Must be painted white and display car number. Must be in block form of no less than five (5) lbs. No ballast/weight shifting devices allowed. No "outrigger type" ballast weight brackets. No dumbbell or weight lifting weights

allowed. Any weight that is securely located inside of drivers compartment, must first meet Tech approval prior to participation in any warm-up, practice or complete laps.

26. SEAT

- 26.1** Aluminum, high back racing seat required. Steel framework around the seat is recommended. Right side head support is recommended. It is recommended that all seats have padded rib protectors and seat leg extensions on both sides.
- 26.2** Seat must be mounted to the roll cage, not the floor pan. A minimum of four (4) Grade 8, 1/2" bolts, and flat washers must be used. Installation is subject to tech approval.

27. WINDOW NET

- 27.1** A left side nylon window screen is mandatory; the window screen must be a rib type, made from 1" wide nylon material with a maximum of 1-3/4" square opening between the ribs. The minimum window screen size shall be 22" wide by 16" high. It must release from top with seat belt type latches, and it must be fastened to the roll cage top bar and highest Drivers door bar on the cage. All window net mounts must be welded to the roll cage.

28. FIRE EXTINGUISHER

- 28.1** It is mandatory Participants car be equipped with a Dry charged 2-1/2 lb. minimum, with quick release fire extinguisher within easy reach of the driver. This fire extinguisher must be securely mounted to the frame and/or roll cage structure and must not use hose clamps, worm drive clamps, duct tape, or cable ties. It may NOT be taped to the roll cage. Must be fully charged. The gauge must be easily visible for the Technical Official to read. Recommended on-board fire extinguisher system.
- 28.2** 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 1/2 lb or larger Class B fire extinguisher, showing current inspection certificate and a visible operating pressure gauge.

29. TRANSPONDERS

- 29.1** Transponders are mandatory
- 29.2** Must be located 18" maximum in front of the centerline of the front spindle with the wheels facing straight ahead and measured at a 90 degree on the right side of the car inside of the frame horn and be accessible. If you are unsure ask a Port Angeles Speedway Tech Official.

30. SAFETY ITEMS

30.1 HELMETS

- 30.1.1** 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.
- 30.2** Goggles or a face shield must be worn. The **DRIVER MUST WEAR**, Adequate eye protection at all times when racing.

30.3 DIVING SUIT

- 30.3.1** All drivers MUST wear a Proban or Nomex driving suit. It is strongly recommended that the Driver's suit be at least two (2) layers thick. It is strongly recommended that the Drivers wear Nomex underwear, headgear, socks, gloves and shoes made of fire resistant material.
- 30.4** Neck braces are highly recommended.

30.5 BELTS

- 30.5.1** A properly mounted minimum 5 point harness 3" lap belt, 3" shoulder belts, Anti-submarine strap required.
- 30.5.2** A quick release lap belt no less than 3" wide is required. Both ends of the lap belt and both ends of the shoulder harness must be fastened to the roll bar with Grade 8 bolts not less than 1/2" in

diameter. The shoulder harness and lap belts must be bolted so that the ends of the belts move freely. Shoulder harness must be no less than 3" wide and must come from behind driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used. A center (crotch) or submarine belt must be mounted to the lower seat frame at the bottom. Where the belt passes through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent cutting. All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle. Seat belts must be dated by the manufacturer and must not be used beyond five (5) years after the manufacture date. If a HANS device is being used, then the HANS style seat belts may be used.

31. CAR NUMBERS

31.1 Numbers are to be displayed on the car as follows: A minimum 24" high by 3" wide number is required on both door areas. A Minimum 30" high by 3" wide number is required on the roof of the car readable from the right side of the car. All cars must have a 5" number on the top right hand corner of the windshield and/or right head light cover. All numbers must be legible with paint schemes approved by Port Angeles Speedway. Sponsors names and lettering must not interfere with the car numbers. **No Metallic or reflective numbers are allowed. They must be able to be seen at night across the track.** Port Angeles Speedway retains the right to approve commercial or editorial messages on competing cars. Suggestive or rude remarks are not permitted on cars.

32. MAIN EVENT FINISH

32.1 The top four (4) cars and drivers from each main event must come straight to the Technical area after their main event or immediately after their trophy presentation. Failure to do so is an automatic disqualification for that race. The fourth place car must pull up to the technical area; exit the car, put up the window net and leave the car alone. You may take stagger and air pressures only. Any removal of hood or deck lid, etc, without the Technical Director's approval, will be an automatic disqualification.

33. POINTS

Owner Points will remain with car owner who paid for their number. Car number remains with the member who paid for the membership. Driver points follow the Driver.

PART CLAIMS:

- (A) **\$200.00 cash** on exhaust manifolds (pair). Claim is made for a pair, no claim allowed for just one manifold. **\$75.00 cash** on shocks each. Shocks can be claimed per each. **\$125.00 cash** on front struts each. Front Struts can be claimed per each. Strut claim is counted as one claim whether your claim is for one (1) or two (2) struts, as long as the claim is made at the time of claim with the exact number of strut(s) and location of the strut(s) being claimed. Shock claim is counted as one claim whether your claim is for one (1) , two (2), three (3), or four (4) shocks, as long as the claim is made at the time of the claim with the exact number of shocks(s) and location of the shock(s) being claimed
- (B) The first four (4) finishers will be subject to be claimed by any car not lapped by the fourth (4th) place car.
- (C) Owner/Driver is allowed one (1) claim only per race night, regardless of the outcome of that claim. In the case of multiple claims on the same part, the part will go to the claiming Owner/Driver finishing farthest back in the main event.

- (D) Claims must be made to the **Race Director or Pit Stewart fifteen (15) MINUTES** prior to the Main event. The claimed part must be completely removed within **ONE HOUR** from the time the main event is finished. If the part is not completely removed within the hour, this will be treated as a refusal, resulting in disqualification, suspension, and/or fines.
- (E) Owner/Driver only may claim a part and only the Owner/Driver may agree to sell or refuse to sell a part. First sell or no sell by the Owner/Driver being claimed is binding. The Promoter may claim any part finishing in the top ten immediately following the main event. Owner/Driver claims take precedence over Promoters claims.
- (F) The **FIRST** refusal to sell a part will result in the loss of all Port Angeles Speedway Hobby Stock points for the season and the Owner/Driver will be suspended for 30 calendar days from the date of the refusal to sell and until a \$500.00 cash fine is paid to Port Angeles Speedway. The fine must be paid in the form of cash, cashier's check or money order and be received by Port Angeles Speedway prior to the Owner/Driver returning to competition.
- (G) The **SECOND** refusal to sell a part will result in the Owner/Driver being suspended from Hobby Stock events for 60 calendar days from the date of the refusal to sell and until a \$1,000.00 cash fine is paid to Port Angeles Speedway.
- (H) All claimed parts must be removed from the car at the track. The buyer must examine the part before removal. Once the part removal has started, the part claim is final.
- (I) Hobby Stock Owner/Drivers will be held accountable for any sabotage while pulling the part and will be responsible for any and all penalties as a result of any sabotage.
- (J) No Owner/Driver may claim more than two (2) claims during the current calendar year.
- (K) No Owner/Driver may claim a part unless he has competed in one (1) previous Port Angeles Speedway Hobby Stock main event.
- (L) **Parts claims will NOT be allowed at the opening race or at the championship race.**
- (M) Any Owner/Driver found to be claiming a part for anyone other than him/herself will lose all Port Angeles Speedway points for the season and will be suspended for three (3) Port Angeles Speedway Hobby Stock races.
- (N) No Owner/Driver may claim any other Owner/Driver parts more than once during the current calendar year.
- (O) A disqualification will not affect a legal part claim. The part will be pulled and transferred prior to any penalties being levied.
- (P) **Any part that you are claiming must fit you car without modification or the claim is invalid.**
Example: (Driver A is doing the claiming and Driver B is being claimed.) Driver A claims Driver B's exhaust manifolds. Driver A has a Ford engine in their car, Driver B has a Chevrolet engine. The claim is invalid. The claim for shocks is valid as long as it bolts in properly to the car making the claim, (Tech decision is final on shock claims).
- (Q) **The Owner/Driver whose exhaust manifolds are being claimed has the option to take the exhaust manifolds of the owner/Driver that is claiming his/hers, receive \$100.00 of the \$200.00 cash and does not lose one of his/her two (2) own part claims.**
Example: (Driver A is doing the claiming and Driver B is being claimed.) Driver A claims Driver B's exhaust manifolds. Driver B decides he/she wants Driver A's exhaust manifolds in return. Driver A pays Driver B \$100.00 instead of the \$200.00 and turns his/her exhaust manifolds over to Driver B. Driver B loses his/her exhaust manifolds, but gets \$100.00, Driver A's exhaust manifolds and still has his/her two (2) parts claims available to use at a

future date. Driver A gets Driver B's exhaust manifolds, pays \$100.00 instead of the \$200.00, loses his/her exhaust manifolds, and uses one (1) of his/her parts claims.

PROTESTS

No Protests.

If not a good sport don't enter.

REGISTRATION

Registration is mandatory to participate in all events.

ONE-WAY RADIOS

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

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