

2010 PORT ANGELES SPEEDWAY 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 2010 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 Stock Car class is designed to be an upper 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 Stock Car division is designed to promote greater interest in stockcar competition, and to enable those with moderate means to participate in the 2010 Port Angeles Speedway season.

DEFINITION

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

1.0 CAR PREPARATION AND BODIES

1.1 All upholstery must be removed with the exception of the dashboard. Dashboard may be removed, but must have a decorative piece added in its place. Dashboards must run full width and be metal only.

1.2 All steering lock mechanisms must be removed. No tilt steering columns. The ignition on/off switch must be within drivers reach when belted into their seat and clearly marked and visible from outside the car. A master on/off battery switch must be located on roll bar directly behind drivers eat accessible from the outside.

1.3 One 12-volt automotive battery only. Battery may be relocated. If moved inside the car, it must be securely mounted in a protective container. It must be isolated from the gas tank. Battery can be located no further back than the stock rear fire wall and cannot protrude through the floor. The battery box will be maximum of ¼" steel or aluminum six sided, not exceeding 12" in height and not significantly larger than the battery. Subject to tech....

1.4 A safety glass, 1/8" minimum Lexan or equivalent material windshield is required (no screens).

1.5 All cars must have two (2) vertical braces of ½” solid bar or equivalent (tubing, 1” flat bar, ½” square solid, etc. Subject to tech), at the approximate centerline of car, to be attached to top and bottom of windshield opening on the inside of the windshield.

1.6 A Lexan rear and side wing windows may be installed. No Plexiglas allowed.

2.0 SEATS

2.1 Only custom manufactured aluminum seats; racing type are permitted. Minimum .090 thickness required. It is recommended that all seats have padded rib protectors and seat leg extensions on both sides. A padded head rest is mandatory. Seat and belts must be mounted to the roll cage, not the floor pan. 4 Grade-8 ½” bolts and flat washers must be used.

3.0 MISCELLANEOUS

3.1 Only pre-approved synthetic oils will be allowed. No antifreeze allowed. All cars must have two (2) suitable tow hooks added to front and rear of car. Tow hooks must be painted white.

Left side mirror (round only not to exceed 4”) if used, must be inside the body line of the car.

3.2 Rearview mirror OK, and if used, must be mounted on the approximate centerline of car.

Trunk floor may be removed from frame rail to frame rail and from rear of stock rear firewall to the rear of the trunk area.

4.0 SUSPENSION

4.1 Stock front suspension only. Stock tie rods. No mono ball joints. No heim ends on either end of tie rod. Stock type center link. No rack and pinion steering unless car came stock with it. No Weight Jacks. Minimum 5 inch ride height with out driver. Any steel shock in stock location \$75 CLAIM PER SHOCK RULE IN EFFECT AT ALL RACES. Only 4 shocks allowed on car; maximum 1 per wheel. Stock suspension configuration. (leaf or 4 link) No pan hard bar unless car came stock with it.

4.2 Coil-overs permitted ONLY when the car came stock with them.

4.3 Must be an American V-8. 4 passenger frame with stock upper and lower control arms, front and rear.

4.4 Metric cars may move rear upper trailing arms 3 inches in any direction, per side, from original location.

5.0 FRAME

5.1 Any 1955-2005 steel bodied American passenger vehicle, original. Wheelbase; minimum 101 inches, and must remain stock for frame being used. No convertibles or trucks. Stock frame cars only. No fabricated front or rear clips. Frames must match make, model and year. Front and rear clip must match make, model and year. No lengthening or shortening of wheel base from stock for frame being used.

5.2 Unibody cars a Maximum of 2x3 tubing can be used to tie together sub frames.

5.3 If tubing is used to increase structural stability it may be added to the factory material but may not replace it.

5.4 Metric cars may run cage to a 2X2 rail inside of right frame rail.

5.5 Must have stock or fabricated front firewall in stock frame location along with a stock floor pan.

6.0 WEIGHT

6.1 All cars must weigh 3,100 pounds with driver at all times with no more than 55% left side weight.

All cars will be scaled before time-ins and randomly cars will be teched after Main Event.

7.0 ROLL CAGES

7.1 Must have full NASCAR TYPE roll cage.

8.0 SPRINGS

8.1 Minimum 5 inch springs.

9.0 TIRES AND WHEELS

9.1 Port Angeles Speedway Street 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. No tire softener allowed.

10.0 BODY

10.1

Can run any metal body on any American passenger frame car with a wheelbase of at least 101 inches. Examples would be Chevelle body on a Camaro frame, or Mustang body on a Monte Carlo frame and son on. Fiberglass front ends allowed. After market and homemade front air dams and nose pieces allowed. Air dams must have a minimum ground clearance of 3". Use of after-market nose or homemade nose (in front of fenders) allowed.. No wedge noses. Side skirts allowed. Must have a minimum ground clearance of 3".

10.2 All cars will have a mandatory 10 inch rear spoiler measured from the deck lid. Top 5 inches of spoiler must be clear Lexan. The spoiler shall not exceed 10 inch height from the deck lid. Spoilers must be solid spool and non-adjustable. They must be made of 1/8" clear Lexan or factory stock. Rudders, braces wires and forward mounting brackets permitted.

10.3 Firewall from side to side mandatory. OEM or fabricated allowed. Firewall must be in stock location on frame. No 180 degree headers or crossovers. NO EXCEPTIONS!!!!

11.0 BRAKES

11.1 All cars must have operational 4-wheel brakes of OEM components. After market brake pads allowed. After market proportioning valves allowed. Brake proportion valves allowed inside the cockpit of the car. Air ducting to cool brakes allowed. Must use stock master cylinder in stock location or 100 lb penalty. Must remove brake bias adjuster. Add 100 lbs rear disc brakes allowed with a 100 lb penalty. Rear disc brake components will be steel with a cast iron OEM caliper. Add 100 lbs.

12.0 ENGINE LOCATION

12.1 Engine may be moved back to the #1 spark plug; even with lower ball joint.

10.0 ENGINE

13.1 Must be stock OEM cast iron block.

14.0 CYLINDER HEADS

14.1 Cast iron, straight plug 180 cc intake runner maximum.

15.0 VALVE LIFTERS

15.1 Hydraulic or solid steel lifters are permitted and must be OEM for make. Lifters must be the same size and configuration as OEM. No mushroom type or roller lifters permitted.

16.0 ROCKER ARMS

16.1 Roller rockers permitted.

17.0 PISTONS: Any

18.0 INTAKE: Any

19.0 CARBURETOR

19.1 Maximum (1) 4 barrel carburetor. Pro Form Center Section is legal and recommended. No racing carburetors. (Predator, Barry Grants, Demons etc..) No fuel injection of any kind. No electric fuel pumps.

20.0 REAR END

20.1 Ford 9 inch rear ends permitted in all makes. Floaters allowed. Locked rear ends allowed spools or welded gears limited slip or posi-type rear ends allowed. GM lockers, Detroit lockers, Goldtracks allowed.

21.0 HEADERS

21.1 Headers permitted. No stainless steel or custom made headers. Must be conventional style 1 5/8" maximum single stage headers. No 180 degree headers or crossovers.

22.0 OIL COOLERS

22.1 Oil coolers and accumulators permitted, but must not be mounted in the driver's compartment.

23.0 TRANSMISSIONS

23.1 Transmissions will be stock, unaltered OEM. No after market transmissions or parts. Transmissions must be bolted directly to engine or bell housing without alteration. Reverse gear

must be in working order. Triple disc clutches and direct drive power glides permitted. No Jerico, Brin or Bert are made for racing transmissions. No quick-change transmissions.

24.0 DRIVELINE

24.1 Only a one piece steel drive shaft permitted and must be painted white. Drive shaft must be surrounded by either (2) 360 degree solid steel straps no less than 2"x.125 or chain ¼" thick and be placed not more than 12" from each universal joint and fastened to the floor or cross member.

25.0 FUEL CELL

25.1 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. No materials other than standard foam supplied by the fuel cell manufacturer is permitted to make the fuel cell meet the 22-gallon capacity. Minimum ground clearance of 10"

25.2 Fuel cell container is required. The fuel cell must be fastened to the frame in a recessed frame support as in the trunk area. Fuel cell and the fuel cell container must be secured with 1x1 x 065 steel tubing. Not less than 2 lengthwise and 2 crosswise evenly spaced at the top and must bolt to container support frame. The support frame must have 2 tubes that are welded to and extend between the left and right frame rails. 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. 1 ¾" c .095 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 2 vertical uprights evenly spaced between the frame rails and attached to the rear cross member. 2 support bars, 1 located on each corner must angle upwards and be welded to the rear frame rails.

25.3 All fuel lines must be under the car or incased in metal pipe or conduit with no connections through the drivers compartment.

26.0 FUEL

26.1 Gasoline only. Pump gas, Trick, ERC and AV-GAS, etc. allowed. No methanol or exotic fuels of any kind.

27.0 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 ½ lb or larger Class B fire extinguisher, showing current inspection certificate and a visible operating pressure gauge.

29.0 HELMETS

29.1 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. It is strongly recommended that all drivers record blood type and RH factor, plus any major medical allergies to adhesive tape label to inside of helmet.

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

30.0 DRIVING SUIT

30.1 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.

30.2 Neck braces are highly recommended.

31.0 BELTS

30.1 A properly mounted minimum 5 point harness 3" lap belt, 3" shoulder belts, Anti-submarine strap required.

30.2 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.

31.0. TRANSPONDERS

31.1 Transponders are mandatory

31.2 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.

32.0 CAR NUMBERS

32.1 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.

33. MAIN EVENT FINISH

33.1 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.

34. 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.

Note: The above are construction rules.

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

PART CLAIMS:

(A) **\$75.00 cash** on shocks each. Shocks can be claimed per each. 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 Stock Car 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 Stock Car 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)** Stock Car 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 Stock Car 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 Stock Car 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 shock(s) that you are claiming must fit your 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 shocks. 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 shocks are being claimed has the option to take the shock(s) of the owner/Driver that is claiming his/hers, receive \$40.00 of the \$75.00 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 shock. Driver B decides he/she wants Driver A's shock in return. Driver A pays Driver B \$40.00 instead of the \$75.00 and turns his/her shock over to Driver B. Driver B loses his/her shock, but gets \$40.00, Driver A's shock and still has his/her two (2) parts claims available to use at a future date. Driver A gets Driver B's shock, pays \$40.00 instead of the \$75.00, loses his/her shock, and uses one (1) of his/her parts claims.

Note: all shock claims are \$75.00 per shock. Example one (1) shock claim \$75.00, four shocks claimed \$300.00.

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.