

2010 PORT ANGELES SPEEDWAY MODIFIED CLASS 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 MODIFIED CLASS RULES 2010

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.

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 Modified 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.

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 Modified 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.

1. ROLL CAGES:

1.1 Must consist of continuous hoops not less than **1.75-inch** outside diameter with a wall thickness of at least .095-inch. Low carbon, mild steel tubing is recommended.

1.2 Must be frame-mounted in at least six places. No brazing or soldering allowed.

1.3 Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. Driver's head must not protrude outside cage with helmet on and strapped in driver's seat. Must have minimum of one cross bar in top halo of roll cage. Roll cage must be securely supported and braced.

1.4 Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection. No brace bars forward of cage may be higher than stock hood height. Main cage no further forward than engine plate.

2. DOOR BARS:

A minimum of three driver side door bars, at least 1.5-inch O.D., must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle. The side bars must be welded to the front and rear of the roll cage members. Must have at least one cross door bar, minimum 1.25-inch O.D., on passenger side of car, either horizontal or angled **and one top door bar, minimum 1.5-inch O.D. and .083-inch wall thickness**. Steel door plates, 18 gauge or .049-inch minimum thickness metal, must be securely welded to outside of door bars on driver's side. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to five inches in front of the seat. Must be visible for inspection.

3. SAFETY:

Helmets are required and must be Snell **SA2000** or newer carrying a valid, orange SA2000 or newer, standard Snell sticker. Helmet must be worn at all times car is on the track and must accompany vehicle at time of inspection. Roll bar padding required in driver compartment. Fire retardant padding recommended. SFI approved full fire suits of a flame retardant nature must be worn by all competitors. Fire retardant neck braces and fire retardant gloves are required, fire retardant shoes, head sock and underwear highly recommended. Arm restraints or full-size (minimum 16"x20") driver-side window net required (no string-

type nets). Window net to be mounted so latch is at top front of window. Five point safety belts, sub belt, shoulder harness required. The shoulder harness must be mounted securely to the roll cage. Belts and harness recommended not to be more than one year old. Aluminum high-back seats only, must be bolted in and mounted inside the frame rail and ahead of the rear tire. Bottom of seat can be no lower than the bottom of the frame rail. Kill switch required within easy reach of driver. Switch must be clearly marked 'OFF' and 'ON'. 360-degree drive shaft loop required and must be constructed of at least quarter-inch by two-inch steel, or one-inch tubing, mounted six inches back from front U-joint. Steel drive shafts (minimum two-inch diameter) and yokes only. Drive shaft must be painted white.

4. ELECTRONICS:

No transmitting or listening devices in car. No electronic monitoring computer devices capable of storing or transmitting information except **analog** tachometers allowed on cars. No digital gauges (**including tach.**) allowed on car. No electronic traction control devices allowed. No adjustable ignition control boxes allowed. Only one ignition box allowed on car. The only changes that can be made with ignition box is rev-limiter settings, and only one high-end setting is allowed. This setting can be changed through one chip only, or an internal setting inside the box. No timing retard controls allowed.

5. EXHAUST:

Exhaust system must be mounted in such a way as to direct spent gasses away from cockpit of vehicle and away from areas of possible fuel spillage. Operational muffler required. 95dba at 100 feet. All exhaust must go through the muffler, two per car, one per header.

6. FUEL SYSTEM:

Racing fuel cells required and must be mounted by at least two solid steel straps, two inches wide around cell. Fuel cells must be enclosed in steel container and must be mounted securely behind rear axle and between the rear tires, no lower than **ten** inches off the ground, protected by roll-cage tubing. Protective tubing must cover the rear and extend past both sides of fuel cell. Fuel cell must be a minimum of four inches ahead of rear bumper and no part of fuel cell shall be lower than protective tubing. Fuel cell vents must have check valves, and bladders are highly recommended. Fuel cells are limited to 32-gallon maximum capacity. Pick-up must not be underneath fuel cell. A limit of one standard fuel filter allowed between the fuel cell and carburetor.

7. FUEL:

May be either gasoline or alcohol. NO Nitrous Oxide. No performance-enhancing fuel additives of any kind. One 2- or one 4-barrel carburetor allowed; must be naturally aspirated. NO fuel injection; NO electric fuel pumps.

8. BATTERIES:

One 12-volt battery only, must be securely mounted **between frame rails** and shielded. All vehicles must have the capability of starting without being pushed or pulled. All cars must join lineup on demand, unaided, or go to rear of that race.

9. WEIGHT:

Minimum Weight 2450 pounds, **with driver, at all times, no tolerance**. Loose objects and/or weights must not be used in driver's compartment or outside of the body or hood area. Any weights added to other areas of vehicles must be securely mounted and painted white and have the car number on it, and attached with at least two half-inch bolts. No titanium products, parts or components allowed anywhere on race car. No gun-drilled, tubular or hollow bolts or studs anywhere on car.

10. TIRES AND WHEELS:

10.1 Take-off Racing type Tire(s) only Hoosier, Goodyear, and American Racer. Maximum 10" wide No recaps allowed.

10.2 No wide-five wheel adapters allowed. Aluminum or steel spacers allowed. **All wheels must have an 'Modified approved' decal and wheel manufacturer decal. No silver 'Modified approved' decals after January 1, 2006.**

10.3 Maximum wheel width 10". May use bead lock, on right rear only. External, steel bead lock only and it cannot make the wheel any narrower than 8 inches and no wider than 10.75 inches. Must use only steel bolts. One foam type or plastic mud cap allowed on right rear only. May weld three tabs, no more than two inches long, on wheel for mounting of mud cap. Rim-mounted bleeder valves are allowed.

11. FRAMES:

No part of race car can be lower than four inches from the ground (exception is front cross-member and oil pan).

11.1 Factory production complete full **1964** or newer parallel American passenger car frames only. Frames may be cut in rear only at point not further than 36 inches from center of rear end housing. **Horns may be removed in front of steering box.** No front clips or tube type allowed. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of frame rail.

11.2 Frames may not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete both sides. Front cross-member must remain full and intact where joined at the frame rails, **front** of cross-member may be notched **and boxed** for radiator and/or steering clearance only. **Maximum seven-inch wide opening in side of spring tower for spring removal.**

11.3 No Jeep, Bronco (etc.) or four-wheel drive frames allowed. No sports car frames allowed. No front wheel drive allowed.

11.4 Minimum wheelbase 108 inches, **maximum 112 inches**, both sides. Maximum overall width (front or rear) shall not exceed 78 inches from outside of tire to outside of tire.

12. SUSPENSION AND STEERING:

12.1 Front suspension and steering must be unaltered approved OEM and be in stock location, and must be replaceable by stock parts. Outer tie rod end and adjustment sleeve may be replaced by a minimum .625-inch rod end and steel tube. Weight jack must be in original center line of spring. Stock passenger car spindles only; no fabricated spindles. Spindles can be ground for brake caliper clearance only. Bottom A-frames cannot be altered or moved (exception: can weld shock mount on A-frame). No offset or bearing type lower control arm bushings. Tube-type upper A-frames allowed and can be moved. **OEM replacement lower A-frames displaying 'Modified approved' decal; lower A-frames must be right and left and of same design.** Front sway bar must be approved OEM. Suspension, steering, and rear end parts must be steel. Steering box must be steel approved OEM and must remain within original bolt pattern for type of frame used. No rack & pinion allowed. Steel steering shafts and knuckles only. In-cockpit steering may be modified to suit driver's taste, but must be kept on left side of cockpit. No center steering allowed.

12.2 No coil over shocks allowed either front or rear. No homemade coil-overs used anywhere on race car.

12.3 Rear of frame may be altered to accept leaf or coil springs; any coil spring must be at least 4.5 inches outside diameter. **Steel coil-over eliminators, or steel/aluminum coil-over kits allowed-must conform to shock and spring rules. One mechanical traction bar (pull or lift, not both.) Rubber bumpers allowed only on panhard bar and mechanical traction bar. No sway bar.** One steel coil spring per wheel only. No torsion bars allowed in rear. Progressive springs allowed only on pull or lift bar.

12.4 No devices allowed that would enable driver adjustment to alter wheelbase or for weight jacking while car is in competition. No air shocks or air bags allowed. **No mirrors or reflective sun visors allowed.**

12.5 One shock per wheel only. One additional shock and spring allowed on rear suspension of vehicle. **No bumpers or stops. No threaded body, front coil-over, air or remote reservoir shocks.** No adjustable shocks. No covers on suspension parts except clear cover on slider and a shield to protect the shocks. This shield can cover no more than the front half of the shocks. No Schrader valves allowed. **No chains or cables (except on front of lift bar.) Minimum 19-inch long panhard bar, measured straight line, center to center.**

13. BRAKES:

Must have a working caliper and rotor on each wheel and must lock up all four wheels. No brake shut-off or pressure sensitive devices allowed. One proportioning device allowed, front to rear only. Brake lines must be outside frame rails and visible. Vented rotors only, no scalloped rotors. Rotors cannot be lightened. Rotors may be re-drilled for different bolt pattern or larger studs. Must be steel, approved OEM calipers, and they cannot be lightened. No titanium products, parts or components allowed anywhere on race car. No gun-drilled, tubular or hollow bolts or studs anywhere on car.

14. BODIES:

14.1 1970 or newer American compact passenger car only, no panel vans or station wagons. Stock appearing front windshield and rear window support unit, painted roll bars not acceptable substitute. May utilize a flat half-windshield, with no wings, mounted to the roll cage. Mirrors not allowed. Must have a minimum of three windshield bars in front of driver. Cowl panel in front of driver can be no wider than cockpit and no farther back than the steering wheel.

14.2 Firewall is mandatory. Minimum .125-inch aluminum, or 16 gauge or .060-inch steel, complete floor required. All body parts should be recognizable as factory production vehicle. Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum, or fiberglass, but should be recognizable as factory production vehicle. All Modified cars in competition must have a complete paint job, no reflective doors or quarter panels. No plastic body parts allowed. Body must be the same width, front to rear, and parallel to the frame.

14.3 Original roof line of vehicle must be maintained. Must be fiberglass full size roof. No wings or any other ground effects are allowed anywhere outside or inside car. Sail panels allowed must meet tech approval and be the same on both sides of car. Reinforcing lips on rear of sail panels must be 180 degree bends. Rear spoiler allowed maximum 8".

14.4 All cars must be numbered with large legible numbers on both sides, on top and rear panel. Numbers on sides and top of car must be in contrasting color from body, be at least four inches thick and at least 20 inches high.

14.5 Sponsors' names must not interfere with car numbers and must be neatly lettered.

14.6 Engine compartment will remain open, no side panels; hood sides may have maximum four-inch drop and must be enclosed at rear of hood; maximum hood scoop height - six inches. Passenger side of body must be no further forward than rear of block. Rear of bodies to be solid panel at least eight inches high and include car number. No panel in front of right door to engine compartment. No inner panels. No car covers.

14.7 Driver and passenger side windows must have at least 12-inch opening, measured at center of window, between the lowest point at the top of window, whether the roof or roll cage, and the highest point at the bottom of window, whether the interior or body.

15. TRANSMISSIONS:

Must have at least **two forward gears** and one reverse, plus a neutral position. With motor running and car in a still position, driver must be able to engage car in gear and move forward, then backward. Only OEM production type transmissions will be allowed – **two speed**, three speed, four speed and automatic. No five speed transmissions, 'in and out' boxes, or quick change devices allowed. Functioning shifter must be in stock location on transmissions on all OEM production type transmissions. All belt drive pumps must be mounted on front of engine. **Flexplates must be full, steel, unaltered OEM or OEM replacement.** Transmissions must be one of the following designs:

15.1 All OEM manual gear-type transmissions must have a standard OEM case and must have a working disc-type clutch or approved cone-type coupler or disc-type coupler inside an explosion-proof steel bellhousing. One flywheel only, minimum 8.5-inch diameter. Diameter of clutch disc must be a minimum of 5.5 inches. The clutch assembly must be steel, except the housing, which must be steel and/or aluminum. Bellhousing can have only a hole throwout bearing lever or hose, 270 degrees around the top of the clutch and flywheel area.

Flywheel must bolt to engine between clutch assembly and crankshaft and all driveline components within the bellhousing must rotate while the car is in any gear. Standard or reverse mount starter allowed, must directly engage flywheel.

15.2 Automatic transmissions must remain in OEM stock appearing automatic case, with a functioning stock appearing pump. Original bellhousing must remain. Must have an approved scattershield or blanket. Scattershield may be constructed of **.125-inch** by three-inch steel, 270 degrees around flexplate.

15.3 All aftermarket transmissions (i.e. Bert, Brinn and/or Falcon) must be Modified approved. Must be aluminum case, with internal clutch. All aftermarket transmissions must bolt to explosion-proof steel bellhousing, and utilize a full minimum 13" 153-tooth steel flexplate, with starter mounted in stock location on engine block. No coatings or paint allowed on transmission case.

15.4 Minimum 2 inch diameter steel drive shaft, must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least .25-inch by two inch steel, or one-inch tubing, mounted six inches back from front U-joint.

16. BUMPERS:

Center of bumper, front and rear, must be 18 inches, plus or minus two inches, from ground.

16.1 Steel bumpers must be used both front and rear. Two-bar front bumpers must be mounted frame end-to-frame end, no wider than the width of material outside frame horns, with the bottom loop parallel to the ground. Top bar must be directly above bottom bar so bumper is perpendicular to ground. Must be made of

minimum 1.25-inch tubing and must be able to support car if lifted by wrecker.

16.2 Rear bumper, steel nerf bars and bodies must not extend beyond width of rear tires, and must not contain any sharp edges. Rear bumper no more than two inches wider than body on each side.

16.3 Rear bumper must resemble one of three configurations. (1) Straight bumpers can be no wider than five inches outside each frame rail. (2) If the bumper is wider than that it must be bent forward on the ends at a 90-degree angle. (3) A bumper constructed in a loop design.

17. REAR END:

Any approved OEM passenger car type or truck rear end may be used.

17.1 No aluminum allowed, except lowering blocks, axle cap, and drive flange. A one-inch inspection hole in center section is recommended. Full steel spool, steel mini spool or welded rear-ends only. Steel axles only.

17.2 No quick change devices allowed. No cambered rear ends, one piece drive flange only. No electronic or mechanical traction control devices allowed. **No scalloped ring gears.**

18. ENGINES

18.1 No aluminum heads or blocks!

18.2 Any American make engine may be used as long as rear of engine (bellhousing flange) is mounted at least 72 inches forward from the center line of rear axle. Engine offset must be kept within two inches of centerline of front cross-member with engine level. 11 inch engine height minimum from ground to front center of crankshaft.

18.3 All engines used in competition must be able to be used in conventional passenger car without alterations. Motor mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside engine or on front or rear of camshaft. NO magnetos.

18.4 'Wet' oiling system only. External oil pumps will go with engine if claimed. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door.

18.5 Cooling system may be modified. Any overflow tubes must be directed to a catch tank, between frame rails. Radiators to be mounted in front of engine only.

18.6 Conventional air cleaner housings only. No top flow air cleaner housings allowed.

18.7 Muffler Rule: 95 DBA 100'. Must have turn downs on exhaust. No straight out exhaust

19. TRANSPONDERS

19.1 Transponders are mandatory

19.2 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.

20. POINTS

20.1 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.

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

22. REGISTRATION

Registration is mandatory to participate in all events.

23. ONE-WAY RADIOS

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

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