



2010 Silver Dollar Speedway Dirt Modifieds Rules

HRP-DMRules-020410.1

THIS BOOK IS EFFECTIVE JANUARY 1, 2010 & SUPERCEDES ALL PREVIOUS RULES.

Interpretation of these rules or amendment to these rules may be made at any time. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all registrants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants.

RULE BOOK DISCLAIMER:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such 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.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. Referee's decision is final.

THE MANAGEMENT OF SILVER DOLLAR SPEEDWAY

AMB TRANSPONDERS ARE MANDATORY

AMB TRANSPONDERS | www.amb-it.com

Personal TranX260 Direct Powered Transponder: By far the most popular with drivers, the Direct Powered Transponder (DP) needs a quick two-wire connection to the car's battery to operate. Once mounted to the car using zip-ties or rivets, the DP Transponder requires no maintenance or upkeep.

Personal TranX260 Rechargeable Transponder: Ideal for cars that have a limited electrical system on-board or cars whose electrical system is an older 6 volt type, the Rechargeable Transponder offers drivers increased flexibility in operation. For example, the transponder can be easily switched from car to car where a driver races two cars during a weekend. Though the transponder does need recharging after 5 days of operation, its special charging cradle is designed to prolong the battery life when not in use.

1. CHASSIS

- A.** Factory production complete full 1964 or newer perimeter American passenger car frames only. Frames may be cut in rear only at point not further than 36" from center of rear-end housing.
- B.** 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. Horns may be removed in front of steering box. Maximum 7" wide opening in side of spring tower for spring removal.
- C.** Front cross member may be notched and boxed for radiator and/or steering clearance.
- D.** Maximum 2" wide by 4" tall frame stiffener may be welded directly to outside of left frame rail.
- E.** Minimum frame height (and body height) from ground is 4".
- F.** Four wheel drives, sports cars, convertibles, front wheel drives or station wagons are not allowed
- G.** Rear of frame may be altered to accept leaf or coil springs; any coil spring must be at least 4 ½" outside diameter. Fiberglass springs are not allowed. Torsion bars in rear are not allowed.
- H.** Minimum wheelbase, 108 inches, Maximum wheelbase 112 inches both sides NO-TOLERANCE.
- I.** Maximum overall width (front or rear) shall not exceed 78 inches from outside of tire to outside of tire.

2. BODY

- A.** Must be same width, front to rear, and parallel to OEM frame. No Gurney lips, foils, or ruder of any kind.
- B.** Body must be mounted securely on chassis from the rear of driver's seat forward.
- C.** Floor pan / firewall must be minimum .125" aluminum or .060" steel from the rear of driver's seat forward. Must be welded or bolted. If welded, welds shall be 3" long and 7" between each weld minimum.
- D.** Drivers compartment must be enclosed from track, engine, driveline etc.
- E.** Wings are not allowed.
- F.** Roof may be fiberglass or aluminum full size and rounded down in all directions. Wings, or any other ground effects are not allowed anywhere outside or inside car.
- G.** Hood must be secured on all four corners.
- H.** Car will NOT be allowed to run without hood in place. NO HOOD, NO RACE
- I.** Engine compartment will remain open, no side panels:
- J.** Hood must be enclosed at rear to keep engine fire out of the driver's face. No panel in front of right door to engine compartment. No inner panels.
- K.** Driver and passenger side windows must have at least 12 inch opening (height and width), measured at center of window, between lowest point at top of window, whether roof or roll cage, and highest point at bottom of window, whether interior or body.
- L.** Rear Spoiler shall be a maximum of 5 inches tall of total material. You may run your spoiler at any angle you choose. 3 spoiler supports may be used; this includes your side spoilers. Spoiler supports and side spoiler shall be 5" tall in the back and 2" tall in the front with a maximum total length of 12" at the bottom.
- M.** May use lexan in sail panels

- N.** Maximum 4" plastic skirting allowed on bottom of doors and quarters.
- O.** On right side outside of tires must be widest part of car. On left side body may be maximum 1" outside of rear tire for clearance.
- P.** All cars should have a minimum of half the windshield area in front of the driver to be covered with wire mesh of 1/4" to 1/2" square and MUST have 3 posts or straps located in front of driver and rear window supports. Post will be built and attached securely. They must be built with 1/2" tubing or 1/8" x 1" straps.
- Q.** Must have at least one number on both sides of car and on roof. Minimum size of numbers 18" tall 2" wide and contrasting color of car. Also see number specifications in general rules.
- R.** No mirrors or electronic communication devices of any kind, No sign boards.
- S.** Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no farther back than steering wheel.
- T.** Driver-adjustable devices are not allowed while car is in competition except brake adjuster.

3. ROLL CAGE

- A.** Roll bars shall be of the full cage type, mild seamed steel 1 1/2" or 1 3/4" X .095 wall minimum. 4130 Chromoly 1 1/2" or 1 3/4" X .095 wall minimum, with full loop from frame over the driver these bars are to be connected on the top of both sides with another bar. Cage shall be within 3" to top of car and 6" of sides of top. In the back loop, running from the right top to the bottom bar at about 45 degrees, there shall be a bar. These bars must be properly welded together and attached to the frame. Roll bars to be welded or bolted to the frame with NO less than 7/16" bolts or both, where possible. Must be welded and attached securely to frame. Bar may not be secured by welding to floor pan.
- B.** All "T" intersection must be gusseted and welded on both sides.
- C.** Cage to be above driver's helmet by 2".
- D.** Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection.
- E.** Must have one bar front to rear approximately center of cage.
- F.** Roll cage must include three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25 inch O.D. and .083 inch wall thickness, and one top door bar, minimum 1.5 inch O.D. and .083 inch wall thickness. Steel door plate, 18 gauge or .049 inch minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat. Must be visible for inspection
- G.** There will be two bars angled from top of cage towards rear end, which can extend past rear axle to frame rail.
- H.** All bars forward of cage to be lower than hood.
- I.** You may be asked to drill 1/4" hole in roll cage for inspection purposes.
- J.** All cars must be equipped with a tow hook or similar device both front and rear.
- K.** The technical official or race committee must approve all roll cages.

4. SUSPENSION AND STEERING COMPONENTS

- A.** All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts or as noted below. Rack & Pinion steering are NOT Allowed. Steering quickener is allowed.
- B.** One steel, non-progressive coil spring per wheel only, steel or composite leaf spring are allowed. One additional spring is allowed on pull bar or lift bar, may be progressive. Any coil spring must be at least 4.5 inches.
- C.** Weight jacks in original center line of spring tower allowed. No suspension device or housing shall protrude through any panel. Cockpit operated suspension devices is NOT Allowed.
- D.** One nonadjustable, unaltered shock per wheel. One additional shock is allowed in lift- or pull-bar area. No bumpers or stops. No threaded body, front coil-over, air, or remote reservoir shocks. No Schrader or gas refill ports. Front half may be shielded. Any shock on car may be claimed for \$50 (max of 4).
- E.** Outer tie rod end and adjustment sleeve may be replaced by a minimum .625 inch steel rod end and steel tube.
- F.** Spindles must be right and left, and of same design. Idler arm, pitman arm, and center link must match frame.
- G.** After market tubular upper a-arms with or without aluminum or steel cross shaft, and mounts can be moved.
- H.** After market tubular UMP approved lower A-arms; rubber, nylon or steel lower A-frame bushings, no offset or bearing type; welded or bolted shock mount on lower A-arm. Lower A-arms must be right and left, and of same design. Lower A-arm mounts and bolt holes on frame must be in OEM location. OEM ball joints only. Sway bar must be unaltered OEM.
- I.** OEM replacement Pinto spindles with raised cast and bolt on spindle savers are allowed.

5. WEIGHT

- A.** Minimum weight 2450lbs with driver.
- B.** Loose objects and/or weights must not be used in driver's compartment or outside of body or hood area.
- C.** All added weight must be in block form, PAINTED WHITE, with the car number on it.
- D.** Weight must be securely fastened, with minimum ½ inch bolts, inside the body panels and not on rear or front bumper. 25 lbs per bolt mount. One bolt 25 pounds, two bolts 50 pounds. No one piece over 50lbs.
- E.** No gun-drilled, tubular or hollow bolts or studs.

6. ENGINE SETBACK

- A.** Rear of engine must be mounted at least 72" forward from centerline of rear axle.
- B.** Centerline of crankshaft may not vary more than 2" from centerline of front stub.
- C.** Engine height minimum will be 11" from ground to front center of crankshaft.

7. ENGINE

- A. Cast Iron block and heads only.
- B. No Titanium rotating parts, cranks and rods.
- C. All belt driven accessories must be on front of engine. Wet sump oiling system only.
- D. Engine mounts cannot be removed or altered.

8. RODS

- A. No Titanium rotating parts, cranks and rods.

9. PISTONS

10. CAMS

- A. Flat tappet or roller cam/lifters.

11. GEAR DRIVES

12. CYLINDER HEADS

- A. Must be OEM or aftermarket cast iron heads only.

13. ROCKER ARMS

14. INTAKE MANIFOLD

- A. Any naturally aspirated manifold.

15. CARBURETOR

- A. Must have TWO return springs.
- B. Must have toe strap on throttle pedal.
- C. One 2bbl or 4bbl carburetor is allowed.
- D. Cool cans and top flow air cleaner housings are not allowed.

16. IGNITION

- A. All Battery-powered ignitions will be allowed. Ignition box must be out of drivers reach.
- B. Magnetos are not allowed.
- C. Electronic traction control devices are not allowed.
- D. A kill switch is required with in easy reach of the driver and Safety Crews. It must be clearly labeled "ON" and "OFF".

17. FUEL PUMP

- A. Pump in original position or belt drive pumps on front of motor only. Electric pumps are not allowed.

18. FUEL

A. Pump, race gas or alcohol. NO Performance-enhancing ADDITIVES OF ANY KIND!

19. FUEL SHUTOFF

A. All cars to have a 1/4 turn off valve in the fuel line in the drivers compartment, to be accessible to the driver and painted RED. It must be 1/4 turn off type Must be clearly marked ON - OFF.

20. FUEL CELL

A. Required approved FUEL CELL with maximum capacity of 32 gallons must be in minimum 18 gauge steel container. Cell must be securely mounted behind rear axle and between the frame rails. Cell shall be a minimum of 4" ahead of rear bumper and minimum of 10" above the ground. Cell must be mounted with a minimum tie down of two solid steel straps around entire cell, 2" wide and .125" thick.

B. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing.

C. Fuel cell is to have a full sealing cap and a roll over vent with check valve.

D. All fuel cell mounts subject to safety inspector's or race committee approval.

E. Any car leaking or spilling fuel will be BLACK-flagged.

21. RADIATOR

A. Must be in front of engine.

B. ANTI-FREEZE is NOT ALLOWED.

C. WATER WETTER & WATER SUGGESTED.

22. TRANSMISSION

A. OEM production type transmissions will be allowed 2, 3, or 4-speed must be clutch operated. Automatic transmissions are allowed. Approved aftermarket transmission permitted, Falcon, Brinn, or Bert type. No 5-speed transmissions, NO "in and out" boxes. (With motor running and in still position, driver must be able to engage car in gear and move forward, than backwards, at time of inspection.

B. Transmissions must have at least one gear forward and one gear reverse, plus a neutral position and must be able to be shifted by driver. All racecars must join lineup on demand, unaided or go to the rear of that race.

C. OEM Manual: Must have a standard OEM case and working disc-type clutch or approved cone or disc-type coupler inside explosion-proof steel bell housing. One flywheel only with minimum 8.5 inch diameter. Diameter of clutch disc must be a minimum of 5.5 inches. Clutch assembly must be steel, except housing, which must be steel and/or aluminum. Bell housing can have only a hole for throw out bearing lever or hose, must be 270 degrees around top of clutch and flywheel area. Standard or reverse mount starter is allowed, must directly engage flywheel. Automatic: Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Aluminum OEM bell housing may be replaced with aftermarket explosion-proof aluminum bell housing.

Original OEM bell housing must have approved scatter shield constructed of minimum .125-inch by three-inch steel, 270 degrees around flex plate.

D. Flex plates must be full, steel, unaltered OEM, or OEM replacement. Flywheel/flex plate must bolt to engine between clutch assembly and crankshaft and all driveline components within bell housing must rotate while car is in any gear.

E. Functioning shift levers must be in OEM location on all OEM production type transmissions.

F. All cars must be able to move smoothly and slowly thru pits.

23. DRIVE-LINE

A. Steel Only, Minimum 2" in diameter. Must be painted white.

B. Steel slip-yokes only.

C. Drive shaft loop (360 degrees) is mandatory. Must be placed 6" back from the transmission tail shaft.

24. REAR-END

A. Any steel passenger car or truck rear ends are allowed.

B. All components must be steel, except lowering blocks, axle cap, and drive flange.

C. Full steel or aluminum spool, steel mini spool or welded rear ends only.

D. Inspection hole in housing is required.

E. Full Floater rear end are Allowed.

F. No quick change rear ends. No live axles (sprint car type).

25. REAR SPRINGS. REAR SUSPENSION

A. One steel non-progressive coil spring per wheel only. Steel or composite leaf spring allowed. One additional spring allowed on pull bar or lift bar, may be progressive.

B. Any coil spring must be at least 4.5 inches.

C. Independent rear suspension is not allowed

D. All tailing arms/links must be solid tubing.

E. No sway bar. Solid safety chains, cables or tethers permitted frame to axle housing only.

26. BATTERY / STARTERS

A. All batteries must be mounted in an approved manner.

B. 'Maintenance Free', no vent caps and sealed battery suggested.

C. Batteries that are not sealed must be sealed in a marine type box.

D. No batteries allowed in the driver's compartment.

E. All cars will have a working starter. Standard or reverse mount starter is allowed must directly engage flywheel.

27. BUMPERS

A. Bumpers should be used both front and rear. Front bumpers should be mounted frame end-to-frame end with the bottom loop parallel to the ground. Top loop must be directly above bottom bar,

minimum 6 ½” apart measured center to center. Should be made of minimum 1 ¼” tubing 065 wall and be able to support car if lifted by wrecker.

B. Rear bumper, nerf bars and bodies must not extend beyond width of rear tires, and must not contain any sharp edges.

C. Rear bumpers may constructed of tubing or flat stock and must protect fuel cell. Center of bumpers (front and rear) must be 18” (plus or minus 2”) from ground. Rear bumpers no more than 4” wider than body.

28. TIRES

A. Hoosier G60-15 unaltered with IMCA stamped on sidewall. Grooving or sipping of tires is allowed.

29. WHEELS

A. Wheels to be minimum 3/16” center.

B. Wheel width 8 “ maximum. Steel racing type. Aluminum or steel spacers only.

C. Wheel studs minimum 5/8” and 5/8” lug nuts are required.

D. Bead locks allowed RT. Rear Only. Mud plugs allowed.

E. Rim-mounted bleeder valves are allowed.

F. Aluminum wheels, hubs, calipers, “A” frames or spindles or any other aluminum suspension parts, are not allowed. Plastic wheels will not be allowed.

30. BRAKES

A. Must have at least three wheel brakes operational. L/F and both rear Must be steel approved OEM, drum or disc. Brakes shall be stock otherwise.

B. Brake lines must be outside of frame rails and visible.

C. Vented rotors only, Rotors cannot be lightened.

D. Brake shut-off ok for right front. One proportioning device allowed (front to rear only).

31. EXHAUST / MUFFLERS

A. Round tube headers only. All primary header tubes must enter directly into one collector at same point at end of header.

B. Mufflers are mandatory. Type optional.

C. Mufflers and headers must remain attached. All muffler and header components must remain intact and operating. Failure to comply with this provision will result in automatic disqualification.

D. Exhaust to be mounted in such away as to direct spent gases away from cockpit of vehicle and away from areas of possible fuel spillage.

E. Track DBA requirements must be met 95dba @ 100’ ABSOLUTELY NO EXCEPTIONS AS THIS NOISE REQUIREMENT WILL BE STRICTLY ENFORCED.

32. BINDING COMPONENTS

A. No leather straps, ropes, chains or wire may be used to hold or bind components together.

33. SEATS

- A.** Car must have approved high back aluminum racing type bucket seat.
- B.** Seat must be mounted securely to ROLL CAGE.
- C.** Bottom of seat can be no lower than bottom of frame rail.
- D.** Upholstered and padded highly suggested.
- E.** Positively No Homemade Aluminum, Plastic or Fiberglass seats will be allowed.

34. SAFETY BELT REQUIREMENTS

- A.** General - Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an event. Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment.
- B.** Seat Belts - Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years). Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer. (A quick release seat belt and shoulder harness no less than 3" wide and submarine belt (crouch) are mandatory. 2" wide shoulder harness for Hans device ok)
- C.** Seat belt webbing that comes into contact with any sharp or unradiused metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.
- D.** It is the responsibility of the driver, not the Track, Officials or the Promoter to ensure that his/her seat belt Restraint system and all components are SFI approved, correctly installed, maintained and properly used.
- E.** All belts must be mounted to the roll cage separately from the seat with 7/16" grade five bolts minimum.
- F.** A steel plate may be welded to roll cage at driver's right side for belt attachment to prevent drivers from sliding side to side under belt.
- G.** Belts must come from behind driver. The mounting position is important! Shoulder belt should be mounted approximately 4" below the shoulders. The lap belts mounting should be the same width of the driver.
- H.** Harness/belts must be worn at all times when the car is on the track.
- I.** 2yrs old on belts maximum. The date stamp must be readable and belts must not be worn (frayed) or they will have to be replaced for your safety.

35. SAFETY

- A.** Driver should wear a full face helmet, with at least a valid SA 2000 or SA 2005 Standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI 31.1 2000 label at all times on the track or when car is fired.
- B.** The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.
- C.** Head and Neck restraints are strongly suggested. If a head and neck restraint system is connected it should conform to the manufacturer's mounting instructions.

D. Helmet and face shield must be worn at all times while operating A car on the race track. No goggles permitted.

E. Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.

F. Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3label. Nomex-type or equivalent fire resistant uniforms (suit), gloves, neck brace, are mandatory.

G. Nomex-type or equivalent hood, socks, underwear and shoes are highly suggested.

H. Drivers Side window Net Required. Window nets must be equipped with quick release mechanisms. All steel release system highly recommended. Arm restraints are suggested.

I. Other Safety Items.

1) No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.

2) A marked electrical kill switch in reach of driver.

3) A marked fuel shut off valve in reach of driver.

4) Flame retardant seat, roll bar, knee and steering pads or padding are suggested.

36. FIRE CONTROL

A. A fully charged fire extinguisher meeting SFI 167.1 with activation push or pull knob within the reach of the driver to protect the driver by flooding the driver's compartment is suggested.

B. Valve plunger (actuator) must be mounted at right of driver and in plain view.

C. On-board system will be inspected and must be passed by Tech inspector or race committee.

D. It is recommended that teams have in the rear of their transporter an easily accessible fire extinguisher of at least 2.5 gal FFF or equivalent. in addition to in car system.

E. If no on-board system, suggested minimum 2.5 pound FFF or equivalent (dry powder) fire extinguisher must be mounted within driver's reach in an approved bracket, for the drivers safety.

37. PROTEST ENGINE/TRANSMISSIONS/CHASSIS:

A. Participating car owners and drivers ONLY may protest another car's compliance with the engine rules. Car must be still running competitively at end of feature. The protest must be filed with the track referee or the Technical Inspector with a \$350 deposit (\$300 protest \$50 Tech Time) for a top end inspection which includes all top end items plus the piston rod assembly, timing chain, camshaft, or converter/clutch. Deposit must be within 10 minutes after the main event and protested CAR OWNER may counter protest within 10 minutes after being notified. Once the Technical Inspector receives protest money, protest has begun. Money will not be dispersed until protest inspection of the engine rules and office notified of results. If anything else regarding the engine is being questioned it must be written down on the original protest, it must state what is to be inspected. No engine protest's last 4 races of the season. MUST BE REGISTERED PARTICIPANT OF TRACK.

B. Tear down location shall be agreed upon before leaving Silver Dollar Speedway Both parties must agree and sign protest agreement. Driver/Owner being protested may have first choice of

where tear down will take place, must be in Local area and shop properly equipped. Officials will make final decision. The protest car must leave for tear down area within 30 minutes or be declared illegal.

C. Tear downs will be made by the driver, one pitman or mechanic, the Technical Inspector or person chosen by him to be an observer and two alternates. The committee will also safely check cars and assist in rules interpretations.

D. If declared legal the deposit goes to the protest owner. If declared illegal the deposit is returned to the protester, the car and owner/drivers will be penalized a two weeks suspension, car and drivers money and points for the night and lose all accumulated points in this division, additional fines may be imposed!

E. No alcohol before or during the protest inspection!

F. Do not abuse this rule!

Decisions of SILVER DOLLAR Speedway Official(s) are final and binding without exception. PROMOTER RESERVES THE RIGHT TO ADD OR DELETE EVENTS AS DEEMED NECESSARY. ALL DECISIONS WILL BE FINAL AT THE PROMOTERS DISCRETION.

**2010 STATE RULES ALLOWS NO LIQUID DUMPING
FACILITIES AT THE FAIRGROUNDS.**

Each race car that enters the fairgrounds pit area MUST have an empty container(s) approved by the management of SILVER DOLLAR SPEEDWAY that will hold at least 2 gallons of used oil (fluids) for collecting anything that may be drained out of the race car or tow vehicle at each event. These containers must be removed with the race car after every race and disposed of at an approved facility at the owner's expense. NO TIRES ARE TO BE LEFT AT SILVER DOLLAR SPEEDWAY.



HANDY RACING PROMOTIONS, INC.
100 So. Harding Blvd., Suite #3 | Roseville, California 95678
Phone: (916) 969-7484 | Fax: (916) 783-7223
www.silverdollarspeedway.com | www.handyracingpromotions.com