



2012 Silver Dollar Speedway Hobby Stocks Rules

SDS-HSRules-020412.1

THIS BOOK IS EFFECTIVE JANUARY 1, 2012 & 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.

NO UNSAFE CONDITION WILL EXIST. AN UNSAFE CONDITION, IDENTIFIED BY THE TECHNICAL INSPECTOR, RACE DIRECTOR OR PROMOTER WILL BE FIXED IMMEDIATELY OR THE CAR CANNOT COMPETE.

Open to any American made passenger CAR with a wheel base of 104 - 115 inch wheel base. **NO PICK-UP TRUCKS, TRUCKS, OR CONVERTIBLES.**

1. **SUSPENSION:** No modifications to the suspension must remain 100% stock. NO aftermarket replacement springs or shocks. Shocks and springs must be mounted in stock location. No weight jacks of any type.

2. **STEERING:** Must be stock with no modifications.

3. **WHEELS & TIRES:** Wheels must be made of steel. NO magnesium or aluminum wheels. Maximum width of wheel is 8". Maximum tire width is 8". No racing tires, "Hoosier", "American Racing", etc. Tires must be DOT.

4. **TRANSMISSION:** Automatic or standard transmissions. Automatic transmission shall have working converter. NO bump start or pump valve. Standard transmissions 10 ½ " or 11" stock clutch assembly with steel fly wheels. NO aluminum flywheel. Steel bell housing recommended or steel trans cover recommended.

5. **COOLING:** Stock radiator in stock location, radiator bracing permitted, no larger than 1 ½ to 1 ¾ tubing. The entire radiator bracing no wider than the stock bumper bracket horns. Tubing may run horizontal from the main cage to the front bumper horn forward of the radiator with parallel tubing to the frame.

6. **BODY:** Must be stock appearing with all glass, plastic and fabric materials or flammable material removed for safety purposes. Fenders may be cut 4" to allow for tire clearance with no sharp edges. Interior metal shall be removed to allow for door bars, floor pan, firewall, and rear bulk head area shall be covered with sheet metal. Bumpers shall be stock mounted and be no wider than the width of the car and must be in stock location and standard height.

7. **ROLL CAGE:** ROLL CAGE/DOOR BARS-CAGE WILL BE SAFE TO THE SATISFACTION OF THE TECHNICAL INSPECTOR. ALL BARS MUST BE OF 1 ½" x 120 or 1 ¾" x .095 minimum. Roll cage padding required. Full cage roll bars required with full loop from frame over driver. These bars to be connected on top and both sides by another bar. Cage will be within 3" of the roof of the car and within 6" of sides of top. In back loop, running from top right to bottom rear at approximately 45 degrees angle there must be a bar. All bars will be safely welded together and/or bolted or welded securely to the frame with no less than 7/16" bolts. Must be welded to frame or sub frame filler on unibody cars. Gusseting on all bar junctions recommended. Three left side and right side horizontal door bars are required (same material as cage). These bars must be attached by a minimum of two vertical bars of the same material. Two (2) bars angled from top of cage to extend past rear axle to frame rail.

8. **FUEL TANK:** Tanks must be placed between frame rails. Tank may not extend lower than 2" below bottom of frame rail. Tank must be mounted with a minimum tie down of 1/8" x 1" strap iron. Tanks must be vented to the underside of the car and have a securely fastened cap. A capacity of 15 gallons is the maximum. Fuel cells are recommended. No rubber filler pipe connections. The tank must be protected by a steel tubular bar (1" minimum) to the rear of the tank. Firewall

between driver and tank is mandatory. Fuel line must have shut off valve clearly marked (FUEL) within driver's reach. Fuel line must pass from rear bulk head to the fire wall through metal tubing secured to the interior floor.

9. **BATTERY:** May be relocated to the rear trunk area of the car. Battery must be securely held down with battery box. Battery disconnect switch must be installed, clearly marked (BATTERY).

10 **ENGINE:** Engine must remain 100% stock with NO aftermarket performance parts: Chevy to Chevy, Ford to Ford, etc. Exhaust manifolds must be stock including muffler pipe no larger than 2 ½" ID. Ignition system must remain stock. NO aftermarket distributor or performance coil systems or ignition chip. Catalytic converters may be removed. All engines must have 15" of vacuum @ 1000 RPM.

11. **SAFETY EQUIPMENT:**

SEATS: Only an approved racing seat may be used. Headrest or high backed seat mandatory. Seat must be secured to roll cage. Headrest must be secured to roll cage.

HELMET: Snell Institute approved SA95 helmets or better only. No exceptions.

NECK BRACE: Required.

FIRE SUITS: One or two piece approved fire suits required.

WINDOW NET: Approved window net required on driver's and passenger's side windows.

12. **RACE FORMAT AND RULES REGARDING PROCEDURE:** A Pill Draw, assassinated by the Silver Dollar Speedway officials, will determine the heat race starting line-ups.

Heat race format will be 8 laps, up to 10 cars per heat race. Track officials will determine how many cars will transfer to main event, depending upon car count that evening.

"B" Main Event to scheduled when necessary to determine the final starting positions in the "A" Main Event field. Race will be 10 laps or less, as determined by track officials.

"A" Main Event will be 20 cars, 20 laps.

All qualifying cars will be listed in order of start for each event on Pit Board prior to race.

All cars must start WITHOUT ASSISTANCE from the staging area for every initial start in every event. Cars requiring assistance on initial start prior to green flag start must go to the back of the pack. On board starters are required. NO EXCEPTIONS.

INITIAL STARTS:

1. Front row cars will be side by side at the turn 4 cone. NO EXCEPTIONS.
2. Two original starts will be attempted.
3. A jumped start will result in one or both front row starters penalized ONE ROW for jumping the start, at the discretion of the flagman.
4. A single file original start may be imposed by the flagman, after two original starts have been unsuccessful.

RESTARTS: The green flag will be displayed when the leader is at the turn 4 cone. You may pass only AFTER passing the turn 4 cone. NO EXCEPTIONS.

The promoter (only) may conclude a race prior to the completion of its scheduled distance. A driver may NEVER switch cars during the course of a event. A driver MUST compete in the car he has signed in with at the pit gate.

13. **NUMBERING/LETTERING:** Must be a minimum of 4" wide x 18" tall per character, placed on both sides of car, as well as on the roof. Must be clearly visible to scoring tower, with no obscene or offensive labeling.

FLAGS:

YELLOW FLAG - CAUTION, MAINTAIN POSITIONS. No pit crews are allowed on racetrack during yellow flag. If you stop on a yellow, you will go to the back of the lineup, unless a safety issue is recognized by an official. Any car that receives two charged yellows in any one race will be black flagged for the remainder of that race, but he/she will receive starting points earned and/or any position gained the finish of that race. Being charged with a red and a yellow flag will have the same effect as two yellows.

A charged yellow will be when a car brings out the yellow flag by their own actions and not as the results of trying to stop to avoid another incident on the track. If a car brings out the yellow but continues (i.e. car does 360 but keeps going), that car will be sent to the back for bringing out the yellow flag. This will not be considered a charged yellow flag for purposes of the two yellow rule.

Laps run on a yellow will not be counted and will revert back to the previous lap scored.

1. RED FLAG - STOP, DANGEROUS CONDITION. Any car involved in a red flag will go to the back of the pack on the restart.

On a red flag, all work is permitted in the designated red flag work area only. To hold your position on a restart, your car must stay on the track. If you go to the pit area, you will lose your restart position. If a car is not ready in a timely manner after a red, they will lose their position and restart the race at the rear of the line-up.

BLACK FLAG - PLEASE EXIT TRACK IMMEDIATELY. Rough driving and/or unsportsmanlike conduct, loss of muffler or exceeding sound level, excessive smoking or other condition deemed a hazard to themselves or others will be black flagged. Car will be allowed to return to the race track after repairs have been made, during the next caution flag, but will be put to the rear of the field.

The top four winners of the "A" Main Event will exit to the tech area immediately following the race. DO NOT GO TO YOUR PIT AREA. Do not go for water. All points for the night will be deducted. If you are not sure, go to the tech area first. No crew members permitted within 20 feet of the car during tech inspection. Any violations will result in a \$25 fine and deduction of 5 championship points.

In the event of a points tie at the end of the season, the champion will be decided by the following tie breakers:

1. Most Main Event wins.
2. Most Heat Race wins.
3. Lowest total finish average.

It is our intention to have a safe and fair environment. Please adhere to the rules herein. Approval of a vehicle shall only mean that the car is approved for participation. Approval does not mean the car is mechanically safe or sound.

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.

SILVER DOLLAR SPEEDWAY
2357 Fair Street | Chico, CA 95928
Phone: (530) 350-7275 | Fax: (530) 350-7448
www.silverdollarspeedway.com