

Green Valley Speedway

Regular Season

See Web Site for rules for the Bama Bash & Top Guns Tournament

Official Years 2008 – 2012

Rules Mod Pony

These rules are in effect and the only Official Rules

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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED 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.

Transponders/ RaceCeivers: Must be mounted a minimum of 6' back with a maximum of 7' back from the furthest point forward on the race car and no more than 12" off the ground and with a clear and unobstructed view of the track. RaceCeivers must be used and operating every time you enter onto the race track NO EXCEPTIONS.

Delaware double file restarts:

Delaware Double File Restarts Exact Procedure

When a caution comes out and with the lead car in front, the rest of the field will hold their current positions in **Single File Order** behind the leader, so they can be properly realigned. **Cars not immediately lining up in single file order will be sent back one row from their original restart position.**

When the caution is cleared and on command from the tower the second car will go either inside or out. The third car will go the opposite of the second car and each car thereafter shall alternate. Once the cars are lined up you will be given the indications by Raceiver, Flagman & Flashing Green Lights that we are restarting the race when the leader hits the flagstand. After approx. 60% (examples: 15 laps in a 25 lap race

or 10 laps in a 15 lap race) of the laps in any are completed we will go back to single file restarts.

Restarts Exact Procedure No Exceptions

The leading car shall lead cars to the front straightaway in a smooth and consistent manner. The race will be started or restarted, at the cone in front of the flagstand. Any driver that jumps on the start or restart will be given no warning and the driver will be sent back one row or his or her lap will not be counted.

There will be no simulation of a false start once you have passed turn three. **If any car including the leader approaches turn four or the flagstand in anything other than a smooth manner he/she shall be considered to have committed a false start and will be given no warning and will be sent back one row. You are not to pass another car until after you have cleared the flagstand and any car that does will be sent back one row on the restart. A second violation by the same car will cause them to be black flagged and sent to the pits.**

Unless notified at the drivers meeting or posted earlier, feature races will be 15 laps

Roll Cage:

1. A full roll cage made of at least 1.5" od .083" steel tubing that is securely attached to the chassis is required.
2. All cages must meet the approval of the officials.

Body:

1. All body panels must be represented with a reasonable stock appearance. May use aluminum or fiberglass.
2. The stock firewall must remain in the stock location.
3. The full stock floor pan is required. All holes in the driver's compartment must be filled.
4. A firewall is required between the driver and the fuel cell.
5. All spoilers must be lower than 6" in height, as measured from the deck lid, and cannot exceed the width of the deck.

Chassis / Suspension:

1. No tube chassis cars will be allowed.
2. Damaged sections of the chassis may be replaced with tubing, but it must retain the stock dimensions and flow.
3. The suspension must be of a stock type matching that of the chassis in use.
4. All suspension components used, including springs, shocks, and sway bars, must be mounted in the stock location.
5. Caster / camber adjustment plates are allowed.
6. Ride height (screw jacks) adjustments are allowed.
7. Changes to the pinion angle are allowed.

Weight:

1. Cars must weigh a minimum of 1,900 pounds.
2. Cars must weigh 1 pound for every cc of engine displacement.
3. The engine displacement must be clearly posted on the hood of the car in cc's.
4. All weight must be attached with at least 1/2" bolt and be painted white with the proper car number on it.

Tires / Wheels:

1. Any tire with a tread width up to 10" will be allowed.
2. Any steel wheel will be allowed.

Brakes:

1. Any stock type brakes will be allowed.
2. Any pedals, master cylinders, or proportioning valve systems are allowed.
3. The car must be able to come to a complete stop in a reasonable distance.

Rear End:

1. Any stock type rear end will be allowed 9 inch ok.
2. No quick changes will be permitted

Driveline:

1. Any stock type transmission with working reverse is allowed.
2. Any metal drive shaft is allowed.
3. A drive shaft loop is required on all rear wheel drive cars.
4. All drive shafts must be painted white.
5. No all wheel drive vehicles will be allowed.
6. May run front wheel drive

Engine:

1. Any stock 4 cylinder engine (rotaries are not considered 4 cylinder engines) Inline 6 cylinder (Hot Shot) type cars subject to additional weight restrictions.
2. Engine must be located in same location as stock 4 cylinder engine for the model car in use.
3. No turbochargers will be allowed
4. Dry sump oiling systems will not be allowed
5. Any flat top piston may be used. Toyota 2tc & 3tc engine pistons may have dome, but no other domed pistons are allowed.
6. Any steel rod may be used
7. The crankshaft must have a stock stroke

Heads:

1. Heads must be stock (no after market). OEM production must be used OEM head must have came on a mass production vehicle no aluminum heads on a ford 2000 or 2300 based engine.
2. Dual overhead cams are not allowed.
3. No more than 2 valves per cylinder are allowed.
4. Any steel valve of stock diameter may be used.
5. Any competition valve job is allowed; all angles must be concentric the valve guide.
6. A .750 hand blend from the top of the valve seat is allowed.

7. A cam with a maximum lift of .500 as measured with a .025 lash at the valve is legal 8. If the head is ported or has a larger than stock valve size add 25 lbs. Ported intake add 25 lbs / cam with larger than stated lift or a roller cam add 25 lbs the tech inspector must be notified about the head work prior to the race carburetors / intake manifold:
- Any 2 barrel carburetor up to 500 cfm will be allowed. No variable venturi carburetors allowed.
 - Only one carburetor per engine
 - Any type intake manifold may be used. If the runners or the mating surfaces of the intake are modified in anyway, there will be a 25 pound weight penalty; the tech Inspector must be notified before the race begins
 - There will be no more than 3 inches between the base plate of the carburetor and the top of the intake manifold.
 - Fuel injection is not allowed.

Fuel:

1. No oxidizers may be used at any time
2. Gasoline will be the only accepted fuel

Any rule not covered in this book will be decided by inspector. Inspector's and track officials decisions will be final.