

Green Valley Speedway

Regular Season

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

Official Years 2008 - 2012

Modified Open Wheel Rules

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.

Restarts

Delaware double file restarts, with the lead car in front, the rest of the field will line up double file behind him/her. Each car behind the leader will pick either inside or outside in order of the restart lineup. After 80% (Examples: 20 laps in a 25 lap race or 12 laps in a 15 lap race) of the laps in any are completed we will go back to single file restarts.

1. SMP race rules shall apply at all regular season GVS events & SMP sanctioned events.
2. SMP officials shall have full authority over race cars at SMP sanctioned events. At the discretion of the SMP official /s in charge, any competitor may be disqualified for rules violations, or hazardous equipment, or hazardous actions.
3. All SMP vehicles are subject to inspection by an SMP official at any time. The driver is required to bring the car to the official area in order to be allowed to participate. Only under extreme conditions will SMP officials inspect cars in their own pit. Approval of an

SMP participant's race vehicles; or other equipment; by an SMP official inspector shall mean only that the vehicle is approved for participation in a competitive event; and shall not be construed in any way to mean, or imply that the inspected SMP vehicle is guaranteed to be mechanically sound or safe. Be it further known and understood that SMP: and SMP officials shall not be held liable for any mechanical failure nor for losses, injuries or death from same.

4. Any un-sportsmanlike conduct by a driver, car owner, pit crew member, agent, etc., shall be grounds for disqualification and/or punitive action; including, but not limited to any and/or all of a combination thereof:

probation, suspension, fines, loss of any and/or all points, loss of any and/or all purse/prize money; which shall be by vote of the SMP board, for certain undesirable behavior, as determined by the SMP board. Any driver or their car owner, pit crew member, agent, etc., who is in another drivers pit, or at another drivers car, shall be considered at fault in the event of an altercation. SMP drivers are responsible for the conduct and actions of their car owners, crew members, agents, etc.

Specific GVS & SMP Rules

1. SAFETY EQUIPMENT: Rules apply at all times car is on track. Snell-rated SA95, SA2000 or SA2005 helmet required. Roll bar padding required in driver compartment (Fire retardant recommended). SFI-approved full fire suit required. Fire retardant neck brace, gloves and shoes required.

Recommended: Fire retardant head sock and underwear; head and neck restraints; collapsible steering shaft. Driver-side window net is required, minimum 16"x20" ribbon or mesh style, and must be mounted so latch is at top front of window. Minimum three-inch wide five point safety belt assembly required (Y-type shoulder harness not allowed), must be mounted securely to roll cage, is recommended to be no more than one year old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

2. FRAME: 1964 or newer OEM perimeter American rear-wheel drive passenger car frame only. No sports car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides, exceptions are: weight jack in original center line of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end housing; horns may be removed in front of steering box; front crossmember may be notched and boxed for radiator and/or steering clearance; maximum seven-inch wide opening in side of spring tower for spring removal. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of left side frame rail. Minimum wheelbase of 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. No part of frame can be lower than four inches from ground except front crossmember.

3. ROLL CAGE: Must consist of continuous hoops, minimum 1.5 inch O.D. tubing with a minimum wall thickness of .095 inch for main cage, frame-mounted in at least six places, low carbon or mild steel recommended. Cage must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced

with minimum one cross bar in top halo. Foot protection bar required. Main cage can be no further forward than rear of engine. All bars forward of cage must be lower than hood.

4. DOOR BARS: All driver side door bars and uprights must be minimum 1.5 inch O.D. and .083 inch wall thickness. Minimum 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 and must be visible for inspection.

5. BODY: IMCA Type Body Rules.

6. DRIVER COMPARTMENT: Must have minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no farther back than steering wheel. Minimum .125 inch aluminum, or .060 inch steel, complete floor pan required. Aluminum high-back seat only and must be bolted in, using minimum 0.375-inch bolts, next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door bars. No driver-adjustable devices allowed while car is in competition except brake adjuster. No mirrors of any kind.

7. FRONT SUSPENSION: All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts, exceptions are: tube-type upper A-frames with or without aluminum or steel cross shaft, and mounts can be moved. Lower A-frames must be right and left, and of same design. Lower A-frame mounts and bolt holes on frame must be in OEM location. OEM ball joints only. Sway bar must be unaltered OEM. Fabricated A-frames must be OEM replacement.

8. STEERING: No rack and pinion. All components must be steel, unaltered OEM, in OEM location, exceptions are: outer tie rod end and adjustment sleeve may be replaced by a minimum .625 inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only; unaltered, OEM replacement Pinto spindles with raised cast; bolt on spindle savers allowed; steel steering shafts and knuckles only; steering quickener, steering wheel and quick release may be aluminum; driver compartment steering may be modified, must be kept on left side. Spindles must be right and left, and of same design. Idler arm, pitman arm, and center link must match frame.

9. SHOCKS: One steel bodied shock per wheel. No external adjustments allowed.

10. SPRINGS: 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. Any coil spring must be at least 4.5 inches O.D. No torsion bars or air bags.

11. REAR SUSPENSION: No independent rear suspension. All components must be steel. No covers allowed. All trailing arms/link bars must be solid tubing. Rear of frame may be altered to accept leaf or coil springs. Steel coil-over eliminators or steel or

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.

12. REAR END: Any steel approved OEM passenger car or truck rear end (housing and carrier) allowed. Safety hubs (floater) allowed. All components must be steel, except lowering blocks, axle cap, and drive flange. An Inspection hole is required in housing. Full steel spool, steel mini spool or welded rear ends only. Only steel axles allowed and with no cambered rear ends. One piece drive flange only. No torque dividing differentials. No scalloped ring gears. Quick change is optional: Steel tubes, hubs, and birdcages only!

13. BUMPERS: Steel bumpers must be on front and rear at all times and welded, or mounted with minimum .375 inch bolts. Must be minimum 1.00 (one) inch O.D. tubing, .065 wall thickness on front - .095 wall thickness on rear. Two-bar front bumper must be mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center.

14. TIRES/WHEELS: Must use unaltered (no grooving or siping) American Racer (G-60 KK704) or IMCA approved Hoosier G-60's. No softening, conditioning, siping or grooving of tires. Aluminum or steel spacers allowed only. External, steel bead lock only and it cannot make wheel any narrower than 8 inches and no wider than 8.75 inches. You must use only steel bolts.

15. BRAKES: Must be steel approved OEM, operative on all four wheels, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors, calipers and they cannot be lightened. Bolt pattern may be changed. Larger studs allowed. Rear rotors may be aftermarket, minimum .810 inch thickness. Vented rotors only no scalloped rotors. No brake shut-off or pressure sensitive devices. One proportioning device allowed, front to rear only. Brake lines must be visible.

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

17. FUEL SYSTEM: Mechanical or belt driven fuel pump only. Racing fuel cell required, can be a maximum of 32 gallon in capacity and must be in minimum 18 gauge steel container. Cell must be securely mounted behind rear axle, between rear tires, minimum of four inches ahead of bumper, minimum of ten inches above ground. Cells must be mounted with a minimum of two solid steel straps around entire cell, two inches wide and .125 inch thick. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing. Fuel cell vents, including cap vent, must have check valves. Pick-up must be on top or right side of cell. Limit of one fuel filter. No cool cans. One naturally aspirated two- or four-barrel carburetor only. No adjustable throttle bore carburetor spacers.

18. FUEL: Gasoline or alcohol. Racing fuel allowed. NO performance-enhancing additives. Upper cylinder lube allowed with alcohol only.

19. WEIGHT: Minimum weight limit of 2,450 pounds, no tolerance, after race with driver in car. No weights and/or loose objects in driver compartment or outside body. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Weights must be attached with at least two .5 (1/2) inch bolts. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners allowed only.

20. BATTERY/STARTER: One 12 volt battery only. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race. See transmission rules for specifics.

21. GAUGES/ELECTRONICS: No transmitting or listening devices, timing retard controls, or digital gauges (including tachometer). No electronic monitoring computer devices capable of storing or transmitting information except analog tachometer. No adjustable ignition control boxes. One 12 volt ignition box is allowed and must be out of driver's reach. No additional ignition accessories allowed. Only change allowed to ignition box is one high-end rev-limiter setting. This setting can be changed through one chip only, or an internal setting inside box. No magnetos. No electronic traction control devices.

22. TRACTION CONTROL: (A) Use of any type of "traction control" is absolutely forbidden in any SMP sanctioned event. For purposes of clarity, "traction control" shall refer to any device, controlled by mechanical, electrical, and/or computer controlled either by in car, attached to car, or by a remote means. No data gathering or recording devices. No cockpit or driver controlled ignition timing or fuel delivery devices. (B) SMP officials may inspect any car they suspect could be benefiting from the use of "traction control" devices at any time. Driver/crew of car called to be inspected are expected to cooperate (in a sportsman-like manner) with inspector/s; and may be required to jack up car, remove wheels, panels/covers, and install jackstands to make safe the inspection process.

Failure to cooperate with inspector/s will be considered an indictment of guilt on the SMP competitor's part, and competitor will be found in violation of this rule. No exceptions. No follow up inspection for this violation. (C) SMP maintains the right to confiscate any part/s they suspect as "traction control" from any car, at any time, for as long as it would be necessary to determine if said part/s is or is not classified as an illegal "traction control" device. If device is found to be legal, device will be returned as soon as practicable to owner. If part/s are found to be "illegal", part/s are sacrificed to SMP. (D) SMP competitor

(driver) whose car "illegal" part/s were found shall be found in violation of SMP rules and will sacrifice any points accumulated to date that season and shall not be eligible for any point fund and/or contingency money/awards possibly due that season. In addition SMP competitor (driver) shall not be eligible for competition in any SMP event for twelve (12) calendar months from the date of the ruling. (E) This inspection is NOT included in the protest procedure. The SMP is NOT required to post \$100 to perform this inspection on any SMP competitor's car.

23. TRANSMISSION/DRIVESHAFT: Bert or Brinn transmissions ok.

Drive Shaft: Minimum two inch diameter steel drive shaft and must be painted white and be 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.

24. ENGINE COMPARTMENT: Rear of engine (bellhousing flange) must be mounted at least 72 inches forward from centerline of rear axle. Engine offset must be kept within two inches of centerline of front crossmember with engine level. Minimum 11 inch engine height from ground to center of crankshaft. Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground between frame rails.

25. ENGINE SPECIFICATIONS: Any American make steel block (only) engine allowed. Aluminum Heads Okay with 50 lbs. added in front of firewall (25 pounds left and 25 pounds right). OEM firing order cannot be changed. No crank triggers. All engines must be able to be used in conventional passenger car without alterations. Engine mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside of engine. Aftermarket blocks allowed.

Green Valley Speedway / SMP Open Wheel Modifieds General Rules Simplified

ENGINE: No Motor Claim Rule. Aluminum Heads Okay with 50 lbs. added in front of firewall (25 pounds left and 25 pounds right.)

TIRES: Must use unaltered (no grooving or siping) American Racer (G-60 KK704) or IMCA approved Hoosier G-60's.

WHEELS: SMP Open Wheel Modifieds may only use 8 inch maximum steel wheels. Beadlocks OK on right rear only. Steel wheels only. No decals required on wheels.

TRANSMISSIONS: Any Transmission including Bert and Brinn Transmissions are okay.

WEIGHT: All cars must weight 2450 pounds after the race with the driver. This includes any weight added for Aluminum heads in front of firewall. SMP Officials may ask you remove to remove and allow them to weight these added weights at any time during the event.

REAR END: Quick change is optional: Steel tubes, hubs, and birdcages only!

CLAIM RULE: The MSD box may be claimed for \$300 by SMP officials at anytime, or by any driver that finishes in the top10 after the race.

Please refer to greenvalleyspeedway.com