

SOUTHSIDE SPEEDWAY

2012 RULES

MODIFIEDS

(October 20, 2011)

1. BODIES

- a. All bodies must be 1980 or newer replicas of American passenger cars only. Steel, aluminum or fiberglass full-size roof is required. Fiberglass bodies are not permitted. Wings are not allowed. Stock bodies are not allowed. Bodies must be neat in appearance and in good condition.
- b. Firewall and floorboards required.
- c. Engine compartment sides must remain open. Hood sides may have a maximum 4-inch drop and must be enclosed at the rear of the hood.
- d. All cars must have front windshields. Front windshields must be a minimum 24 inches wide and full dash-to-roof constructed of 3/16" Lexan®. Partial windshields must not extend beyond the centerline of car or above the roofline. Rounded windshields are permitted. Braces are recommended to support the Lexan® windshield.

2. FRAMES

- a. All cars must use factory production American passenger car front frame sections. Frame sections cannot be narrowed or widened. All modifications must be reported to the technical inspectors at the track.
- b. All cars must use steering boxes. Steering boxes must be mounted in original position. Idler arm, pitman arm and center link must be OEM type and mounted in original position. Rack & pinion steering not allowed.
- c. Lower A-frames must be equal OEM or aftermarket and be mounted in stock location. A-frame bushings made of steel or spherical bearings are permitted. Aluminum not permitted.

- d. Tubular upper A-frame and after-market mount plates made completely of steel are permitted. Aluminum not permitted.
- e. Any type of rear suspension is permitted. All springs must be a minimum of 4-½ inches in diameter. The top link spring does not apply to the 4-½ inch spring diameter rule. Coil-overs are not allowed on the front but are permitted on the rear. Torsion-bar rear suspensions not allowed. Independent rear suspensions not allowed.
- f. Aluminum or fiberglass suspension parts are not allowed. Tie rod sleeves and rear-end alignment tubes may be made of steel. Upper link can be made of aluminum. Aluminum panhard bars are allowed.
- g. Any type of shock is permitted. Rebuild able shocks allowed but must be non-adjustable. External valves and/or fittings permitted.
- h. Any type of sway bar is permitted. Arms or after-market sway bars will be made of steel.
- i. Stock OEM passenger car spindles only. Fabricated or after-market spindles are not allowed. Weld-on brake brackets are permitted on front spindles. After-market steel hub is permitted on stock spindles for safety. Spindles must remain stock.
- j. Steel tie rod tubes may be used and outer tie rod ends may be replaced with heim joints to help correct bump-steer.
- k. Wheelbase must be a minimum of 108 inches.
- l. Frame and body height will be a minimum of 4 inches at all times, with driver in driving position in car.

3. ROLL CAGES

- a. Roll cage must consist of continuous hoops not less than 1.750-inches outside diameter and must have a minimum wall thickness of .095-inches.
- b. Roll cage must be mounted in at least 8 places.
- c. Driver's head must not extend above the roof loop.
- d. Foot protection bar is mandatory.

- e. Driver's door must be parallel with the ground and located so as to provide maximum protection for the driver. The side-bars must be welded to the front and rear of roll cage members. Brazing or soldering is not allowed. Door bars must have a minimum .095 thickness. Must use a minimum of 3 bars at 1.75" outside diameter or 4 bars at 1.50 outside diameter.
- f. Driver's door must have a steel plate measuring 18" X 24" with a thickness of .090". Plate must extend from the frame-rail upward. Total driver's door plated with 3" hole for jaws of life entry for driver's protection recommended.

4. WEIGHT

- a. All cars must weigh a minimum of 2600 pounds with the driver seated in racing position in the car. Driver's side of car not to exceed 58% of total weight of car. Necessary corrections will be made before violator participates in practice, competition or any activity on the racetrack. No fluids or weight adjustment will be allowed at end of race for tolerance. Officials will determine if damage to vehicle has caused weight loss.
- b. Added weight must be in block form of no less than 5-pound blocks (no pellets) and painted white with the car number on it.
- c. Added weight must be securely bolted in place.
- d. Weight may not be added to the outside of the frame rails or ahead of the front spindles or behind the rear axle or inside the driver's compartment.
- e. Dislodged weight will not be returned to the car for weighing after the race.

5. BUMPERS

- a. Bumpers must be used on both front and rear of car. Bumpers must be able to support the car if lifted by a wrecker.
- b. Center of bumpers must be 18 inches above the ground, plus or minus 2 inches.
- c. Rear bumper covers are permitted. Spoiler is to be no wider than the width of the rear body and maximum 5 inches high. Open rear bodies are not allowed.

- d. Rear bumper bars must not extend beyond width of rear tires.
- e. Rear bumpers may be constructed of pipe or flat stock, but must not have any sharp edges or excessive metal.
- f. Rear bumpers must be either a closed loop design or rear bumper tubing must make a complete loop back to the frame.

6. REAR ENDS

- a. Any passenger car or truck-type rear end permitted. Hubs must be made of steel. Aluminum hubs are not allowed. Axle caps, lowering blocks and drive plates may be made of aluminum. All other rear end components must be made of steel. Rears may be cambered plus or minus 1 degree. Quick-change rears are permitted with steel axle tubes only.
- b. Rear end coolers allowed.

7. BRAKES

- a. Brakes must be fully operational on all four (4) wheels and must lock up on inspection.
- b. Only GM type single-piston calipers permitted.
- c. Brake traction control devices are not allowed for competition at the track.

8. ELECTRICAL

- a. High Energy Ignition (HEI) required. No multi-spark boxes allowed. Cutting or splicing of any of the wires is not allowed. All components and wires must remain in their original factory configuration. Points distributors are permitted. Magnetos are not allowed. Timing retard components are not allowed.
- b. Ignition coil must be mounted on engine side of firewall.
- c. No wire looms or wiring harnesses permitted. All electrical wiring must be point-to-point and each wiring connection must be easily traceable and removable from the car for inspection purposes.
- d. All cars must have an electrical cut off switch mounted inside the driver's compartment within reach of the driver.

9. ENGINE

- a. Any American production passenger car engine permitted.
- b. Mount locations on block cannot be altered from OEM (i.e., frame mounts, fuel pump, etc.).
- c. Engine must be mounted at least 72 inches forward from the centerline of the rear axle housing, measuring to the bell-housing flange at the rear of the block. The distance from the center of the crank to the ground can be no lower than 11 inches. .
- d. Carburetor must be a Holly two-barrel 500, part number 4412, maximum butterfly and venturi diameter of 1.750". Sleeving of venturis or booster modifications not allowed. Only stock type Holley metering blocks allowed. No externally adjustable jetting allowed. Any intake may be used, either two or four barrel with adapter or spacer, except tunnel rams. No air leaks in the manifold, spacers or adapters below the venturis.
- e. Competitor must race with the same carburetor used during qualifying.
- f. Aluminum cylinder heads or aluminum engine blocks are not allowed.
- g. Electronic traction control, timing devices or rev-limiters are not allowed.
- h. Antifreeze or additives are not allowed.

10. TRANSMISSIONS

- a. Only OEM type transmissions are permitted (3 speed, 4 speed or automatic). Five-speed transmissions, in or out boxes, couplers or buttons are not allowed. All cars must have an operable reverse gear. Cars must be able to back up and move forward from a standing position.
- b. Clutch-type transmissions must be equipped with approved blow-proof type bell housing. A transmission blow-proof cover shield is required for automatic transmission cars.
- c. Only steel drive shafts are permitted. Drive shafts will be painted white and have car number on them. Car must be equipped with a drive-shaft loop made of steel with a minimum 3/16" thickness and 2 inches width.

11. TIRES AND WHEELS

- a. Track spec tire only. No alterations allowed.
- b. 8-inch steel wheels are required.
- c. Maximum width of car (front and rear) not to exceed 78 inches measured outside of tire to outside of tire at spindle height.
- d. All competitors must start the feature race with the same tires on which the car was qualified.
- e. For explanation of weekly tire rules see separate Southside Speedway tire rules.

12. FUEL / FUEL CELL

- a. Fuel is to be pump gasoline only. Racing fuel permitted. Fuel additives are not allowed. Nitrous oxide is not allowed.
- b. Fuel vent must exit to left rear, 1 to 1-½ feet from quarter panel.
- c. An approved fuel cell required. Maximum capacity, including the filler spout and overflow must be 22 gallons. The nominal fuel cell size must be 32- 5/8 inches by 16-5/8 inches by 8-7/8 inches.
- d. Materials other than standard foam as provided by an approved fuel cell manufacturer will not be allowed.
- e. Fuel cell check valve is required and must be acceptable to track officials. All approved fuel cells may be equipped with a steel ball fuel filler and fuel vent check-valve assembly.
- f. Fuel Cell must be enclosed in an approved container of no less than 20-gauge steel. Cell must be mounted as far forward in the center of the trunk as possible. Four steel straps minimum 1 inch wide X 1/8-inch thick must secure the cell to the trunk. Must maintain 8 (eight) inches of ground clearance at all times.
- g. A steel firewall not less than 20-gauge thick must separate the driver's compartment from the fuel cell.
- h. Outside fill is not allowed.

13. PERSONAL SAFETY EQUIPMENT

- a. Full fire resistant driving suit is required.
- b. Fire resistant gloves are required.
- c. Head and neck restraints are required. Harness type recommended.
- d. It is recommended that helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National standards Institute, Inc.
- e. Competition shoulder harness and lap belt must be at least 3 inches in width. Sub strap is required. Manufacturer's date tag may not be altered or removed and must be easily accessible for inspection purposes. Metal-to-metal buckles are required on shoulder and seat belts. The shoulder harness should be attached to the roll bar behind the driver's seat even with or slightly higher than the driver's shoulder. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage. Shoulder harness inertia reels are not allowed.
- f. Where the belts pass through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt.
- g. All seat belts and shoulder harnesses must connect at the lap belt with a quick-release buckle acceptable to track officials.
- h. Seat belts and shoulder harnesses should not be more than three (3) years old. Production-car factory-type shoulder belts or straps are not allowed.
- i. All cars must be equipped with an on-board fire system/extinguisher that is fully charged and accessible to the driver while strapped in seat. Gauge must be visible for inspection.
- j. Aluminum racing seat is required.
- k. All roll bars within reach of driver must be padded.
- l. The steering wheel must be steel and have a quick-release for removal. The center of the wheel must be padded.
- m. A window net made from minimum $\frac{3}{4}$ inch, maximum 1-inch wide nylon rib-type material must cover the drivers-side door window

opening. The maximum square opening between the ribs must not exceed 2 ¼ inches. The minimum window net size must be 22 inches wide by 16 inches high.

- n. Window net mounts must be a minimum of ½ inch diameter solid steel rod on the bottom and a minimum 1 inch wide by 3/16 inch thick flat steel or a minimum ½ inch diameter solid steel rod on the top, with mounts welded to the roll cage.
- o. The window net, when in the closed position must fit tightly and be secured with a lever-type quick release latch. The lever must be secured by a detent ball in the lever and may be supplemented by a Velcro® fastener only. Pins or clips are not allowed. The latch must be mounted at the top in the front to the roof bar. An approved cam-lock latch is permitted.
- p. Highly recommended drivers or crew member monitor official's radio (frequency 151.820.) Spotter with proper identification allowed in designated stand during the race highly recommended. NOTE: Spotter stand is for team spotter so officials can get lineup information to driver for restarts. It is not for teams to discuss race procedure with official in charge.
- q. No crew members allowed over the wall unless permitted by officials.

14. POST-RACE INSPECTION

- a. If a car is deemed to be in violation of the rules penalties will be dispensed based upon the infraction. Failure to honor post race inspection will result in disqualification from that racing event, and further disciplinary action is possible. All decisions by tech officials are final and non-appealable.
- b. Illegal parts must be surrendered to the track official in charge. Parts not surrendered will be cause for a fine and possible suspension from future events.
- c. Items that have passed previous inspections do not mean they are legal and can be deemed in violation of the rules at any time.
- d. Once tech officials notifies the driver/crew chief/team member/owner or any member of the race team of the items to be inspected the team will have 15 minutes to begin tear down. The car/parts, etc must be presented to officials for inspection within 30 minutes of notification unless otherwise directed by tech officials.
- e. No equipment or car will be considered to be approved by reason of having passed through pre-tech inspection or previous

inspections unobserved. Passing pre-tech does not mean that the car will pass post tech inspection. It is the teams responsibility to ensure the car is LEGAL at all times.

f.

15. RULE INTERPRETATION

- a. All decisions by track officials are final and non-appealable. Interpretation of all rules is final and non-appealable as defined by track officials. Violation of the spirit or intent of the rules is prohibited.
- b. All tech inspection decisions by head tech official are final and non-appealable.
- c. Owner will not discuss rules and decisions by track officials.
- d. Officials reserve the right to modify the rules and/or add weight as needed to level the competition.

16. PRACTICE

- a. Once practice is complete there will be no additional practice time allowed for competitors unless time permits practice for entire division.

17. CONDUCT

- a. All competitors, drivers, crew members, owners, sponsors and others with track license are responsible for their conduct at all times whether participating in an event, driver's meeting or as a spectator. This applies to all contact with Southside Speedway management, staff and officials as well as the press and other electronic media both at the track and away from the track.
- b. Refer to 2012 VIOLATION AND DISCIPLINARY ACTION section of rules for conduct penalties.

18. RACE PROCEDURE

- A. Southside Speedway race procedure will be followed as explained in mandatory driver's meeting.

19. PROTEST

- a. No protest allowed.

For more information contact:

Southside Speedway (804) 744-2700

email: sssraceofficial@yahoo.com