

# 2020 SPEED TOUR MODIFIEDS



In an effort to create conformity with the majority of the racing rules, and to emulate all of the format procedures in the SPEED TOUR Modifieds, the document below is taken verbatim from Speed Tour Sprintcars. Some non-applicable lines have been deleted.

## 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 conditions of all events, and by participating in these events, all participants are deemed to have represented that they have complied with these rules.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury, death to a participant, spectator, official or others. The Race Director shall be empowered to permit deviations from any of the specifications herein or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirement. THE SPEED TOUR RESERVES THE RIGHT TO CHANGE AND/OR MODIFY THE RULES SET FORTH IN THIS BOOK AT ANY GIVEN TIME.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OR SPECIFICATIONS.

Any interpretation of or deviation from these rules is left to the discretion of the officials. Their decision is final.

CLARITY OF RESPONSIBILITY REGARDING CAR CONSTRUCTION, CAR AND DRIVER SAFETY AND INSPECTIONS REGARDING SAFETY.

The owners, drivers, and crew are the sole individuals who are responsible for the race car design, construction, maintenance, fabrication techniques used, materials used, as well as all safety systems including but not limited to the purchase, installation, inspection of all fire systems, seat belts, driver restraints, helmets, required or worn by the driver of that race car, crews, etc. related to that race car or any related equipment used on or at any SPEED TOUR event. SPEED TOUR is not responsible for any loss or injury to anyone arising from the failure of design, construction or maintenance of any racecar.

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## I. INTRODUCTION

### A. CLUB OBJECTIVES

1. Contract with racetracks that provide for quality shows and or enhance racing opportunities in the Idaho/Oregon/Utah region.
2. Create an environment of professionalism, fairness and clarity to the vast majority of all involved with SPEED TOUR. This environment shall require constructive input and respect from all and for all.
3. Well-defined goals, procedures, rules and duties along with good communication, will ensure our success.
4. This rulebook and its further clarity will help eliminate gray areas and keep racing competitive.

## II. GENERAL RULES

### A. MEMBERSHIP PARTICIPATION

#### 1. Minimum Age

Minimum driver age will be 14 years. Drivers under the age of 18 will require parental consent in writing provided to the racing facilities scheduled for competition.

### B. CAR NUMBERS

1. Car numbers must be displayed in large size and contrasting colors.

#### 2. Duplicate Numbers

Duplicate numbers are not permitted. In such a case, the car that participated in the lesser number of SPEED TOUR events during the prior season will be the car that will be required to change his number. Visitors with conflicting numbers are required to change their number as directed by SPEED TOUR officials.

### F. RACING INJURIES

#### 1. Releases

Any driver deemed unfit to race due to injury may be restricted from competitive events by SPEED TOUR officials upon advice of attending medical personnel, or until a doctor's release is presented.

## III. OFFICIALS

### A. STARTER

The Starter (Flag person) is in complete control of cars and drivers while on the track.

B. **PIT STEWARD** The Pit Steward is in charge of all personnel and vehicles in the pit area.

C. **RACE DIRECTOR** The Race Director enforces compliance with all SPEED TOUR rules and regulations.

D. **CORNER OFFICIALS** Persons working at an event as corner officials will also work as technical Committee.

**\*\*NOTE:** All decisions made by the Starter, the Pit Steward, or the Race Director **ARE FINAL** provided they **DO NOT** conflict with SPEED TOUR rules.

## IV. RULES of CONDUCT

### A. COOPERATION WITH OFFICIALS

#### 1. Cooperation

All pit crews, drivers, and owners must cooperate with officials at all times to help put on a good show.

#### 2. Disputes

In case of disputes arising, only the owner or representative of the car has the right to approach the officials. Only one representative per car. The dispute shall be presented to the Race Director.

### B. RESPONSIBILITY

#### 1. General

The car owner or driver will be responsible for the conduct of all persons associated with that car.

### C. UNBECOMING CONDUCT

#### 1. General

Any driver, car owner, or crewman, who at any time uses improper language to SPEED TOUR officials or track officials in charge of the race, may be immediately reprimanded, expelled from the track, or subjected to a fine. Unbecoming conduct in front of the audience will be cause for suspension and/or a fine. The Board of Directors shall determine such penalty or penalties.

#### 2. Physical Contact with an Official

Any driver, car owner, or crewman, who at any time shoves, jostles, strikes, or attempts to strike an official will be fined \$500 and suspended up to one year, dependent upon the decision of the Board.

#### 3. Fighting in the Pits

Any member or non-member found fighting in the pits or infield will be fined and/or suspended dependent upon the **decision** of the Board.

#### 4. Detracting from the Appearance of the Show

Any person detracting from the appearance of the show, or anyone under the influence of alcohol or drugs, shall not be allowed to compete or be in or about the pit area. Drinking or drugs will not be tolerated in any manner and carries a \$500 fine and/or one-year suspension. The Board will determine fine and suspension time.

#### 5. Making Contact

Any driver making contact with another driver when contact could have been avoided may receive a ruffled black flag for first offense, second ruffled flag driver will lose one position, third offense will be a black flag and driver will be directed to leave the track. All of the above are depending on the severity of the offense.

## V. RACE PROCEDURES

### A. PIT MEETING

#### 1. All Drivers Must Attend

A pit meeting will be held before the first competitive event. All drivers must attend the drivers meeting immediately after warm-ups. The meeting will also include discussion on: the designated restart area; changes in the standard program; any precautionary, safety, etc., items the race officials may want to explain or clarify; other issues as needed.

### B. STANDARD PROGRAM

#### 1. Changes in the Program

When circumstances occur, the Race Director and Pit Steward with track personnel will have the authority to change the program to suit the occasion.

### C. DRIVER QUALIFICATIONS

#### 1. Who Decides Driver Qualifications

The Race Director and Board will decide driver's qualifications.

#### 2. Rookies

All inexperienced drivers must start in the rear of all events unless approved by the Race Director.

#### 3. Identifying Rookies

Inexperienced drivers shall have an I.D. mark or flag on rear of the car.

#### 4. Repeat Driving Problems

Any driver continually getting into trouble may be required to start in the rear of his races until he has proved he can handle his car.

### D. SUBSTITUTE DRIVERS

#### 1. Time Trials

Driver changes will be allowed during time trials but each car will be permitted only two qualifying laps total.

#### 2. Notifying Officials

Substitute drivers must notify Pit Steward and/or Race Director before the start of an event or points will not be awarded for that event.

#### 3. Replacement Driver

Cars being driven by a replacement driver will start at the rear of the field. If the car has accumulated points for qualifying, etc., those points will be lost. (Example: Driver 1 drives in qualifying and heat races and Driver 2 in the Main Event.)

#### 4. Main Event

There will be no driver changes after one lap of the Main Event has been completed.

#### 5. Back-Up Car

You may not change cars during any event after the green flag has been displayed. Drivers switching to a back-up car after qualifying will start at the back of the event. A back-up car would be a different car with the same number.

### E. SPEEDING IN THE PITS

#### 1. Fines

A \$25 minimum fine will be levied for excess speed in the pits for the first offense. A \$100 fine will be levied for the second and each subsequent infraction during the same season.

### F. FLAGS

All drivers shall be responsible for being aware of flags as represented by officials during the racing event.

#### 1. Green

Green indicates the start of an event. Any car taking the first green will be considered officially started and will be scored accordingly.

**a. One Lap to Green**

The starter will hold up one finger to indicate the green flag will be displayed on the next lap. The green flag will always come out after the one lap signal. No scrubbing tires after one lap to green. If the start is not to the satisfaction of the Starter the yellow will be displayed immediately. If there are two false starts the Starter or Race Director may send one or both of the front cars to the back.

**2. Yellow**

Yellow flag means caution. There will be NO racing to the yellow flag. Cars will maintain position and will not pass. The driver of the lead car will hold the pace the Starter wants, and the rest of the field will form a single line behind the lead car. Passing under the yellow flag is permitted only by permission of the Starter after instructions have been received from the Race Director and/or tower.

Unauthorized passing while the yellow flag is displayed will result in loss of position.

**3. Red**

The red flag means stop. Drivers will bring their cars to a safe, controlled stop as soon as possible. Cars will then be pushed by hand or other means to a staging area to be backed down and prepared to continue the event.

**a. Refueling**

No refueling on the track. All refueling must be accomplished in the pit area, unless otherwise designated. Driver must be out of the car when refueling. Fueling with the driver in the car will result in \$100 fine and/or back-of-pack start.

**b. Crew Members**

Four crewmembers per car will be allowed on the track under a red flag for the purpose of backing down cars and preparing to resume race. These crewmembers may make adjustments with hand tools only.

**c. Tire changes**

Tires may be changed on the track only if the car cannot be pushed with a push truck and will start at the rear of the field.

**4. Black**

Black flag means pull off the racecourse using due caution IMMEDIATELY. The car will not be scored if it does not stop after the second lap. A ruffled black flag will indicate a warning for a first offense, second ruffled flag driver will lose one position, third offense will be a black flag and driver will be directed to leave the track.

**5. Blue/Yellow**

This is the passing flag for cars to be lapped. Cars being passed should hold their line. If, in the judgment of SPEED TOUR officials, a driver is not complying with this flag, that driver may be black flagged, fined, suspended or otherwise penalized by SPEED TOUR.

**6. White**

The white flag indicates the start of last lap of event.

**7. Checkered**

Checkered flag indicates the end of the event. Cars must finish under their own power.

**NOTE: ANYONE FAILING TO COMPLY WITH ANY FLAG WILL NOT RECEIVE ANY POINTS OR MONEY FOR THE EVENT.**

**G. PRACTICE LAPS**

**1. General Safety**

No car can be fired until the driver is attired as specified in Section VI-A, and having a staffed ambulance, wrecker, and push truck available officially opens the track.

**2. Permission**

All cars accessing the track must have permission of the Pit Steward.

**3. Number of Cars**

The number of cars allowed on the track and the Race Director, Pit Steward, and track personnel will determine the number of laps in each session.

## H. WEIGHING PROCEDURES

### 1. General

Cars may be weighed prior to and/or following any event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirements.

## I. QUALIFYING

### 1. Position

Drivers will draw for qualifying position. Failing to qualify in order means only one qualifying lap will be allowed.

### 2. Number of Laps

One or two warm-up laps will be allowed on any qualifying attempt. Drivers will be given the one-to-green signal the second time by the flag stand. A failure to complete either of the two qualifying laps will mean loss of the lap. If a car and driver take one lap and leave the track, the second lap may be taken only after all have qualified and only if time permits. (Pit Steward's call.)

A driver attempting to qualify a second car will forfeit his/her first qualifying time. All tires will be marked prior to qualifying.

Once a car is qualified and a backup car replaces it, that backup car will start all events at the rear.

At the discretion of the Pit Steward, additional lap(s) may be given. If the car does not qualify it will be allowed to start at the back of the heat and back of the slow main event.

### 3. Two drivers, one car

If there are two drivers for one car, one lap will be given to each driver. Only two laps per car.

## J. LINE-UP

### 1. Vacancies

In the event that a vacancy occurs in the field a new lineup shall be made by "crisscrossing" the starting positions behind the scratched car position.

### 2. Non-competitive cars

All non-SPEED TOUR drivers will start in the back of the field unless approved by the Race Director.

### 3. Call Out

Drivers not meeting their call-out for line-up for any race procedure may start at the back of the pack. Final decision on line-up is per the Race Director and is not protest able.

### 4. Trophy Dash

Participation in Trophy Dashes will be required based on Qualifying. Failure to run trophydash will result in loss of qualifying points.

The dashes will be fully inverted with the alternate starting on the pole if one of the original four drop out before the green flag.

The A dash will be the fast four qualifiers with the fifth fast qualifier the alternate. Qualifying time will split the field of cars and the next four cars (after the mid-field split) will be the B dash with the fifth car the alternate.

### 1. Heat Races

3 heat races will be run with full invert with the field evenly divided among them. Number of heat races ran may be adjusted due to car count at Race Director's discretion. If a car fails to qualify it will be given the position of the slowest qualifier and will start at the back of its heat race. Should multiple cars fail to qualify, draw order will decide their positions. If a car does not start its heat race it will be lined up in the B Main by its qualifying time.

EXAMPLE: Three Heat race format- #1 Qualifier starts last in Heat #3, #2 Qualifier starts last in Heat #2, #3 Qualifier starts last in Heat #1, #4 Qualifier starts next to last in Heat #3, and so on.

**6. B Main Event**

Should more than 24 cars be present, the top 20 cars in total race day points after the heat races will be locked into the A Main. Cars 21<sup>st</sup> and lower will be lined up for the B Main in order of race day points. The top 4 finishers in the B main will transfer to the A and fill the last 4 positions in the order they finished the B main.

**7. A Main Event**

The field will be aligned by the total number of points gained by qualifying and heat race results. Highest to lowest. High point car will then draw a 6/8/10 invert for A Main starting positions. After the invert they will align highest to lowest by accumulated points from qualifying and heat race.

**K. POINTS**

**1. Qualifying**

Qualifying points are applied toward season championship and for A -Main event lineup. Fastest qualifier will receive 15 points with remaining points as follows:

Position	Points	Position	Points	Position	Points
1 <sup>st</sup>	<b>15</b>	6 <sup>th</sup>	<b>10</b>	11 <sup>th</sup>	<b>5</b>
2 <sup>nd</sup>	<b>14</b>	7 <sup>th</sup>	<b>9</b>	12 <sup>th</sup>	<b>4</b>
3 <sup>rd</sup>	<b>13</b>	8 <sup>th</sup>	<b>8</b>	13 <sup>th</sup>	<b>3</b>
4 <sup>th</sup>	<b>12</b>	9 <sup>th</sup>	<b>7</b>	14 <sup>th</sup>	<b>2</b>
5 <sup>th</sup>	<b>11</b>	10 <sup>th</sup>	<b>6</b>	15 <sup>th</sup>	<b>1</b>

**2. Heat Race points**

Heat Race points will be awarded based on starting and finishing position using the following points scale:

**STARTING POSITION**

		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>
	<b>1</b>	20	21	22	23	24	25	26	27	28	29
<b>F</b>	<b>2</b>	18	19	20	21	22	23	24	25	26	27
<b>I</b>	<b>3</b>	16	17	18	19	20	21	22	23	24	25
<b>N</b>	<b>4</b>	14	15	16	17	18	19	20	21	22	23
<b>I</b>	<b>5</b>	12	13	14	15	16	17	18	19	20	21
<b>S</b>	<b>6</b>	10	11	12	13	14	15	16	17	18	19
<b>H</b>	<b>7</b>	8	9	10	11	12	13	14	15	16	17
	<b>8</b>	6	7	8	9	10	11	12	13	14	15
	<b>9</b>	4	5	6	7	8	9	10	11	12	13
	<b>10</b>	2	3	4	5	6	7	8	9	10	11

### 3. A Main finish

Position Gained points will be given during the A-Main Event only. Position gained points will be 1 points per position gained from scheduled starting position. You must post a qualifying time in order to be eligible for position gained points. All cars competing in the B Main that do not move up to the A Main will be given 20 points each.

Pos.	Points	Pos.	Points	Pos.	Points	Pos.	Points
1St	50	11th	40	21st	30	31St	20
2nd	49	12th	39	22nd	29	32nd	20
3rd	48	13th	38	23rd	28	33rd	20
4th	47	14th	37	24th	27	34th	20
5th	46	15th	36	25th	20	35th	20
6th	45	16th	35	26th	20	36th	20
7th	44	17th	34	27th	20	37th	20
8th	43	18th	33	28th	20	38th	20
9th	42	19th	32	29th	20	39th	20
10th	41	20th	31	30th	20	40th	20

### 4. Points Tie Breaker

In the event of a tie in points the competitor with the Highest Average finishes in the Main Event will be the winner. If still a tie the Highest Average Qualifying Position will be used.

## L. THE START

### 1. Pre-event Warm Ups

After entering the track in preparation for the start of any competitive racing event, each driver shall position his car within the field in single file in the correct starting order, When all cars are on the track, and in the correct starting order, the starter will signal for warm-up laps to begin. Drivers shall maintain their correct positions during warm-up laps (no passing). When warm-up laps have been completed, the starter shall signal for the cars to be positioned in their correct 2-row starting order. On initial starts NO car may pass a car in front of them until they have passed the starting cone.

### 2. Entering the Track

Car(s) not in the starting field at the start of an event (original green flag lap) may enter the event at a later time (during a yellow or red flag period). Cars entering the event in this manner will be ranked in the finishing order on the basis of the number of laps completed. In the event of a tie on laps completed, the car that completed the number first shall be scored as finishing first.

### 3. Setting the Pace

The pole car sets a consistent pace for starts in all racing events. Any car failing to comply will be directed to go to the rear of the field. The starter will make this decision.

### 1. Jumping the flag

Anyone pulling out of line or jumping the start before the leader takes off may be sent to the rear of the field at the discretion of the Race director. NOTE: the starter at the pit meeting will define the starting area on the track.

## M. RESTARTS

### 1. Heat Race Restarts

Cars will be in single file for any restart that occurs after completion of the first lap of the event. Lapped cars are required to take their correct positions immediately behind the car that was in front of them on completion of the last green flag lap.

## **2. Main event restarts**

Main event re-starts will be double file, leader will get the choice of high or low, the rest fall in (2<sup>nd</sup> place next to leader, 3<sup>rd</sup> place inside 2<sup>nd</sup> row, 4<sup>th</sup> place outside 2<sup>nd</sup> row, ect...). Leader must start the race. Lapped cars will be sent to the back and given their lap back. **When ten laps or less remain in the event the lapped cars will remain in running order at time of caution and restart will be single file.**

## **3. One Lap to go**

A green flag per normal procedure will restart a restart of any race event that has only one lap left. A white flag will appear on the next lap and a checkered flag on the following lap. It is recognized that an extra lap has been added to the event in such a case.

## **4. Line Up**

The restart lineup shall be in accord with the car positions as of the completion of the previous green flag lap except that any car(s) involved in an accident, or causing the yellow to be displayed, or stopped on the track at the time the yellow flag is put before the field, shall start at the back of the field upon resuming the race.

## **5. Yellow flag**

Any car that brings a yellow flag before the field shall restart the event at the rear of the field.

## **6. Leaving the Track**

Any car leaving the track to enter the pit area during a yellow or red flag period will not lose any laps if the car returns to the track prior to the "one lap to go" signal from the starter. But it must then start at the rear of the field.

**EXCEPTION:** If a car has been flagged into the pits for a suspected unsafe condition that has then been deemed safe without any work having been done to the car it will then be allowed to retain its racing position upon restart of the race.

## **7. Re-Entering the Track**

Any car that is not on the track prior to the "one lap to go" signal must wait in the pit area until the next restart and will lose those laps that are run under the green flag.

## **8. Restart Line**

The Pit Steward in the pit meeting prior will designate the restart area for the track. A cone will be placed by the corner official to indicate the restarting line. Leader must reach the cone or the green flag is displayed before starting the race. No passing until the leader takes off or the green flag is displayed. Double File Restarts- NO CARS MAY PASS BEFORE REACHING THE CONE. Single File Restarts: Passing before the cone is allowed although driving below the cone or running over the cone on the restart may result in a yellow flag and a restart of the event with the offending car(s) sent to the back of the field.

## **9. Entering the Track**

Car(s) not in the starting field at the start of an event (original green flag lap) may enter the event at a later time (during a yellow or red flag period). Cars entering the event in this manner will be ranked in the finishing order on the basis of the number of laps completed. In the event of a tie on laps completed, the car that completed the number first shall be scored as finishing first.

## **10. 2 Minute Rule**

Cars entering the pits under caution will be given 2 minutes (time permitting) from the time they reach their pit stall **IF** they were involved in an accident or have a flat. With 10 laps or less to go no time will be given. This 2 minute rule is at the discretionary of the race track. If Speed Tour officials are told there isn't time in the program then this rule will not be applied.

## **N. RACE COMPLETION**

### **1. Race Completion**

The race is completed when: (a) the scheduled number of racing laps have been completed, or (b) more than 50 of

the scheduled laps have been completed and the race is terminated and cannot be restarted. Main events terminated prior to completion of 50 of the scheduled laps shall be considered incomplete (see I-D, Cancellation of Program).

## **2. Final Standings**

Final standings will be determined by the sequence in which the cars completed the event. Cars not completing the event will be ranked in order by total laps completed and sequence of completion.

## **3. Ruling a Race complete at Red Flag**

If a race is stopped by the use of the red flag and is ruled complete, final standings will be determined by ranking all cars in order by total laps completed and sequence of completion through the last official race lap with the exception that cars causing the stoppage will be put at the back of the field. Finishing order will be the same as the lineup if the race had restarted.

## **4. Indecision of the Scorers**

In the event the scorers are unable to conclusively determine any difference in physical sequence of two or more cars, SPEED TOUR officials are empowered to declare a tie for the positions involved. The officials' decision as to whether to declare a tie is not up for protest.

## **5. Top five finishers**

The top five finishers of the main event and any other car(s) designated will report to the impound area immediately following the finish. This area will be indicated at the driver's meeting.

## **6. Failing to report**

Failing to report immediately to the impound area will result in disqualification from the event, loss of monies and points. Fuel, C.I.D. or rule infractions will carry the same penalty.

# **O. PROTESTS**

## **1. Who may Protest**

Any driver or car owner competing in the program may protest any finishing position as determined by the lap scorers, by contacting the Race Director within 30 minutes of posting of the finish. In the case of a protest, the positions involved will not be paid until the protest has been settled.

## **2. How to Protest Engine conformity**

Any qualified person wishing to protest another contestant's engine conformity must deposit \$100 with the RACE DIRECTOR and provide a gasket set of like quality if the protest requires tear-down, along with a signed request within one-half hour after the completion of the racing program. If the protest requires just a visual inspection of the car no gasket set is required. If the car is illegal, the deposit will be returned and the guilty car owner will forfeit all money and points for the race and may be fined, suspended, or both. If the car is legal the deposit will be paid to the owner of the car protested. The existing \$100 deposit for teardown is also applicable to pumping an engine for C.I.D. in the event of a protest.

## **3. How to Protest Tire Conformity**

Any qualified person wishing to protest another contestant's tire conformity must deposit \$150 with the secretary and a signed request within one-half hour after the completion of the racing program. If the protest requires a tire sample be sent to the lab for test, the 72-hour rule is waived. If the tire is illegal, the deposit will be returned and the guilty car owner will forfeit all money and points for the race and may be fined, suspended, or both. If the car is legal the tire will be replaced by SPEED TOUR.

## **4. Decisions**

If a protest cannot be decided in a reasonable time frame following the event it will be decided by the SPEED TOUR within 72 hours after completion of the protested event.

**NOTE:** Excepting 1, 2, and 3 above, all officials' decisions are final and are NOT protestable.

# **P. FINES AND SUSPENSIONS**

## **1. Participating**

All fines and/or suspensions must be satisfied before competing in subsequent events

## VI. SAFETY RULES

### A. DRIVERS AND EQUIPMENT

#### 1. Helmets and Neck restraints

Snell 2010 helmet and head and neck restraints that meet SFI 38.1 recommended.

#### 2. Seat

Aluminum industry standard racing seats are mandatory.

#### 3. Seat Belts

The use of an approved seat belt with a latch/lever release mechanism is mandatory. Rotary mechanisms are not allowed. Both the fastening design and condition of the belts in use shall not exceed three (3) years and must the manufacturer stamp date.

Belts must also comply with the following:

Minimum width three (3) inches. (Hans type shoulder straps approved)

Minimum tensile strength 8,000 lbs. (Loop test). Metal to metal quick release buckle.

Belt material must be as short as practical.

Seat belts must be worn as tight as possible and in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spine. Under no condition may it be worn over the area of the intestines and abdomen. Seat belts must come through the seat at the bottom of each side wrapping and holding the pelvic area over the greatest possible area. At any point where the belt passes through the sides of the seat, the seat edges must be rolled and or have grommets to prevent chaffing or cutting of the belt material. Seat belts must be five or six point (crotch) belts connected to main belt quick release mechanism and securely attached to the chassis are mandatory.

#### 4. Shoulder Harness

The use of double over the shoulder straps is mandatory. Both the fastening design and condition of the straps are subject to the inspection of the Technical committee. Life of the shoulder straps in use shall not exceed three (3) years and must the manufacturer stamp date. Shoulder harnesses must also comply with the following:

Minimum width three (3) inches.

Minimum tensile strength 3,000 lbs.

Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver's head and neck: At points of attachment they should be four (4) to six (6) inches apart. They should be attached in a line approximately 90 degrees to the seat back and be approximately level with the top of the driver's shoulders. Where the straps pass through the seat or body structure of the car, the edges must be rolled or have grommets to prevent chaffing or cutting of the strap material.

Shoulder straps must be secured behind the driver's shoulders so that they are prevented from sliding sideways more than one (1) inch in either direction. Two belts joining in a "Y" behind the neck to form one strap may not be used. The shoulder harness should be worn as tight as possible.

#### 5. Uniform

All drivers are recommended to wear fire-resistant, race-type uniform covering the full arm and leg area. Nomex, fire-retardant socks, and racing shoes or leather boots covering the ankle, fire-retardant gloves, underwear and head hood are recommended. Three (3) layered Nomex (or equivalent) fire-retardant uniform meeting SFI 3-2A/5 is recommended or a two (2) Layered outer suit over Nomex (or equivalent) underwear. **NOTE:** Any driver found in non-compliance will be restricted from competing until properly attired.

#### 6. Arm Restraints

Arm restraints are recommended and should be worn at all times during competition.

#### 7. Roll Cage Nets

Roll cage nets are mandatory on both sides of the car. All roll cage nets must be fitted with a functional quick-release opening mechanism. The life of the roll cage net shall not exceed two (3) years. Caution should be used when positioning head restraining nets to be certain that the driver's head cannot get under the net in case of an accident. Roll cage nets are not required with full containment seat.

#### **8. Roll Cage Padding**

All chassis protrusions roll cage tubes and roll bars in close proximity to the driver's helmet must be padded with a securely attached, high-impact material.

### **B. PHYSICAL CONDITION**

#### **1. Drug Screen/Physical Exam**

Drivers must have a physical, drug screen and/or eye examination when requested by SPEED TOUR officials. The results are to be reviewed by SPEED TOUR prior to entering any SPEED TOUR event.

#### **2. Dentures**

For safety reasons drivers should remove dentures before starting any event.

#### **3. Contact Lenses**

Corrective lenses worn by drivers must be of a safety type glass.

**NOTE:** Contact lenses are not advised, due to dust and foreign material in the air.

### **C. TRACK SAFETY**

#### **1. Emergency Equipment**

Always make a mental note of where the ambulance, fire extinguishers, and exits are located at any track.

#### **2. Running onto the Speedway**

Running onto the speedway during a race or immediately after the flag has ended an event is strictly prohibited and is subject to fine or suspension.

#### **3. In Case of Accident**

In case of an accident on the track, any appointed safety crew, medical personnel and one crew member with each car involved will be allowed on the track.

#### **4. Responsibility**

Car owners are responsible for their crew.

#### **5. Fire Extinguishers**

Each racecar crew shall be equipped with a 5lb. or larger, fully charged dry chemical fire extinguisher in the pits at every race. The fire extinguisher must be in plain view and readily accessible. Penalty of \$25 will be assessed for each infraction if not complied with.

#### **6. On Board Fire System**

It is recommended, but not mandatory, that each car has a built-in operable fire extinguishing equipment with content of 2.5lbs. The container should be located inside the car and within the wheelbase, but it should not be of the dry chemical type

#### **7. Push Trucks**

All push trucks will be kept off the track until designated by the Pit Steward.

#### **8. Clearing the Track**

When the first car is pushed off, track is to be cleared of all persons.

### **D. EXITING THE CAR**

#### **1. Exiting Unassisted**

Drivers must be able to get out of their cars unassisted regarding car design.

## VII. CAR SPECIFICATIONS

### 1 Frame & Chassis

- 1.1 Any OEM Grand American Modified style frame and chassis may be used. Must be complete and tech approved.
- 1.2 Any approved manufacturer fabricated front clip may be installed. Must meet the intended OEM specifications as provided by the approved manufacturer and shall meet the prescribed templates as per tech.
- 1.3 Minimum wheelbase 108.00 inches (no tolerance). *Measuring procedure will consist of the front tires being turned to set the left side wheel base at 108" the right side will then be measured as under or over.*

1.4 Maximum overall width (front or rear) shall not exceed 78.0000 inches from outside of tire to outside of tire. Series will allow car to be checked compressed on springs. Front tire width will be measured at the top of the tire sidewall with driver in car.

### 2 Roll Cage

- 2.1 Must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame-mounted in at least six places, low carbon or mild steel recommended. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops.
- 2.2 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.

### 3 Door Bars

- 3.1 All driver side door bars and uprights must be minimum 1.5 inch O.D. with 0.083 (0.095 recommended) 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.
- 3.2 Steel door plate, 18 gauge or 0.049 (0.125 recommended) 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.

### 4 Body – Modified style bodies approved – TAR and 5-Star Bodies are allowed (no Kevlar or Carbon Fiber

- 4.1 Body must be same width, front to rear, and parallel to OEM/ OEM Replacement frame. Tech discretion in play. Nose panel may be no wider or lower than two inches outside of the front frame horns. Nose panel must remain within the confines of the front bumper. Cooling holes allowed.
- 4.2 Engine compartment must remain open (no side panels). Hood must be enclosed at rear. No panel in front of right door to engine compartment. No inner panels.
- 4.3 Must have front windshield and rear window support posts. Driver and passenger side windows must have at least 12 inch opening (height and width), measured at center of window, between lowest points at top of window, whether roof or roll cage, and highest point at bottom of window, whether interior or body. May use Lexan in sail panels. May use full windshield.
- 4.4 Roof shall be rounded down in all directions. Maximum 1.5 inch rolled down rock guard allowed on roof front.
- 4.5 Maximum four inch plastic skirting allowed on bottom of doors and quarters.
- 4.6 Rear Spoiler/Allowed 4" tall, top 3" clear plastic cannot be wider than rear body. 240 square inches max. 3 inches tall spoilers can be over 60 inches wide, but not wider than the rear body or over 240 sq. inches. We do not want any end cap support going forward. You can have a support in the center going forward, but it must be 12 inches from the end cap and cannot be longer than 10 inches and must taper down from the top of the spoiler to zero.

### 5 Driver Compartment

- 5.1 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.
- 5.2 Minimum 0.125 inch aluminum, or 0.060 inch steel, complete floor pan required.
- 5.3 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. Modern containment seats highly recommended.
- 5.4 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. Mirrors approved.

## **6 Front Suspension**

6.1 Front suspension must be unaltered approved OEM and be in stock location, and must be replaceable by stock parts.

6.2 Tie rod ends and adjustment sleeve may be replaced by a minimum 0.625-inch rod end and steel tube. (Heim joints allowed)

6.3 Weightjack must be in original center line of spring.

6.4 Stock passenger car spindles only; no fabricated spindles. Spindles can be ground for brake caliper clearance only.

6.5 Bottom A-frames cannot be altered or moved (exception: can weld shock mount on A frame; After market ball joints are allowed). No offset or bearing type lower control arm bushings. Tube type upper A-frames allowed and can be moved.

6.6 Frontsway bar can be an aftermarket type. Chain on one side is allowed.

6.7 **Stock passenger car spindles. NO!!** Fabricated Spindles. **NO!!** Dropped Spindles. Reaming of upper and lower taper to accept larger ball joints is allowed. **NO!!** steering arm modification, [ Heat and Bending or changing hole location ] You can drill out or tap steering arm to accept minimum 5/8 Diameter bolt for tie rod.

Aftermarket safety hubs will be allowed from 2018 IOMS book with tech approval.

## **7 Steering**

7.1 No rack and pinion.

7.2 All components must be steel, unaltered OEM, in OEM location,

7.3 exceptions are: Outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625 inch steel rod end and steel tube; Steel steering shafts and knuckles only; driver compartment steering may be modified, must be kept on left side.

7.4 Quick release required, steering quickener and steering wheel may be aluminum. Idler arm, pitman arm, and center link must match frame.

## **8 Shocks & Shock Claim**

8.1 Shocks: Only shocks allowed are one steel, nonadjustable, unaltered shock per wheel. No threaded body shocks, front or rear, or air type, or remote reservoir shocks. Schrader valves allowed. Shocks cannot be mounted in center of spring. External shock dampening adjustment of any kind is not allowed. The only legal gas port is a Schrader valve style. Gas plugs that do not allow the shock to be de-gassed without removal of the plug, and gas ports that utilize needle filling systems, are not allowed. Internal, stationary base valves, meant to reduce gas pre-load, are not allowed. No compressed air style bump stops allowed.

## **9 Springs**

9.1 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, air bags or inner liners.

## **10 REAR SUSPENSION**

10.1 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.

10.2 Steel coil-over eliminators, or steel or aluminum coil-over kits allowed - must conform to shock and spring rules. Only one mechanical traction bar (pull or lift, not both) allowed. Rubber bumpers allowed only on pan hard bar and mechanical traction bar. Coil-over shocks allowed on rear suspension

## **11 REAR END**

11.1 Quick change Rears allowed, Safety hubs (floater) allowed. An inspection hole is required in housing.

11.2 Full steel spool, steel mini spool or welded rear ends only. Only steel axles allowed.

11.3 One piece drive flange only. No torque dividing differentials or scalloped ring gears allowed.

11.4 No traction devices of any kind allowed. No devices allowed that would enable driver adjustment to alter wheelbase or for weightjacking while car is in competition. No air shocks or air bags allowed.

## **12 Bumpers**

12.1 Steel bumpers must be on front and rear at all times and welded or mounted with minimum .375 inch bolts.

12.2 Rear bumper must be constructed of solid-square or minimum 1.25 inch O.D. tubing with 0.095 wall thickness, no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails, must be capped and bent forward 90 degrees, or constructed in a loop design.

12.3 Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard.

12.4 Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch ) 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. No rounded bumpers

### **13 TIRES AND WHEELS**

13.1 Must use Series Tire, Hoosier 970. No soaking or altering of tire rubber compound in any way.

13.2 All wheels must be maximum 8"

13.3 Rim-mounted bleeder valves allowed.

13.4 Must use only steel studs, must protrude through lug nuts.

### **14 BRAKES**

14.1 Calipers are not a tech item. Rotors must be OEM type and non-lightened. Tech approval.

14.2 Bolt pattern may be changed. Larger studs allowed.

14.3 Rear rotors may be aftermarket 0.81 inch thickness (new). Vented rotors only

14.4 No brake shut-off or pressure sensitive devices. One front to rear proportioning device allowed. Brake lines must be visible. Brakes must be operational on all four wheels and must lock up all four wheels during inspection.

### **15 EXHAUST**

15.1 All primary header tubes must enter directly into one collector at same point at end of header. Mufflers must be used, spec muffler(s) may be required. All exhaust must go through muffler(s). Merge collectors allowed. No side exits allowed. All exits must turn down.

### **16 FUEL SYSTEM**

16.1 Mechanical or belt driven fuel pump only and must be mounted at front of engine.

16.2 Racing fuel cell required, maximum 32-gallon capacity, must be in minimum 20 gauge steel container.

16.3 Cell must be securely mounted behind rear axle, between rear tires, minimum of four inches ahead of bumper. Must mount with minimum two solid steel straps around entire cell, two inches wide and 0.125 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. Tech approval.

16.4 Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required.

16.5 Pick-up must be on top or right side of cell.

16.6 One naturally aspirated four-barrel carburetor only.

### **17 FUEL**

17.1 Gasoline or alcohol. Racing fuel allowed. No performance-enhancing additives. Upper cylinder lube is only allowed with alcohol fuel. Alcohol cars must notify tech.

### **18 WEIGHT**

18.1 No weights and/or loose objects in driver compartment, above interior deck or outside body.

18.2 Minimum total weight for all cars, other than noted below, is 2500 lbs , 58% left side weight. pre-event, with driver in the seat.

18.3 ALUMINUM CYLINDER HEADS: Aluminum cylinder Heads allowed with 25 pounds added to each frame rail at the dog-leg (BOTH SIDES) (You no longer need to add 50 pounds to your total weight)

### **19 BATTERY AND STARTER**

19.1 Battery(s) must be securely mounted between frame rails, and positive terminal must be covered.

19.2 Car must have capability of starting without being pushed or pulled.

### **20 GAUGES AND ELECTRONICS**

20.1 No transmitting or listening devices, timing retard controls, or digital gauges (including tach).

20.2 No electronic monitoring computer devices capable of storing or transmitting information except analog tach.

20.3 No adjustable ignition control boxes. One, 12-volt ignition box allowed, 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.

20.4 No magnetos or electronic traction control devices allowed.

### **21.1 TRANSMISSION AND DRIVESHAFT**

21.1 Must have at least two forward gears and one reverse, plus a neutral position. With engine running and car in still position, must be able to engage car in gear and move forward, then backward.

21.2 Transmission optional. Must have a forward and a reverse gear operational.

21.3 Flexplates must be full, steel, unaltered OEM, or OEM replacement. Flywheel/flexplate must bolt to engine between clutch assembly and crankshaft and all driveline components within bellhousing must rotate while car is in any gear.

21.4 Transmission must be one of the following designs:

21.5 Manuals: Explosion-proof steel bell housing is mandatory where tech deems necessary. One flywheel only, 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, can have only a hole for throw out bearing lever or hose must be 270 degrees around top of clutch and flywheel area. Internal clutches approved. Standard or reverse mount starter allowed must directly engage flywheel.

21.6 Automatic: Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump.

Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scatter shield constructed of minimum 0.125-inch by three-inch steel, 270 degrees around flexplate.

21.7 Drive Shaft: Minimum two-inch diameter steel drive shaft and must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-joint.

### **22 Engine Compartment**

22.1 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.

22.2 Radiator must be mounted in front of engine. Overflow tubes must be directed to ground between frame rails.

### **23 ENGINE SPECIFICATIONS**

23.1 Any make engine allowed.

23.2 Cast iron block mandatory.

23.3 ALUMINUM CYLINDER HEADS: Aluminum cylinder Heads allowed with 25 pounds added to each frame rail at the dog-leg (BOTH SIDES)

23.4 All belt driven accessories must be on front of engine. 'Wet' sump oiling system only.

23.5 One 4 bbl carburetor required utilizing a mechanical fuel pump mounted in factory location. No fuel injection allowed without tech approval.

23.6 .FAST™ EZ-EFI® or FAST™ XFI Sportsman™

Part numbers for these systems have been set aside for Western Region Modified Series ( Spears, Northstate & Speed Tour Modifieds)

23.6.1 *One FAST™ EZ-EFI® or FAST™ XFI Sportsman™ System may be used. Any engine with carburetor and electric fuel pump*

23.6.2 *MUST have in place a 10-15 lbs. oil pressure shut off switch properly wired for the electric fuel pump. FAST™ EZ-EFI® and FAST™ XFI Sportsman™ Systems are internally wired with fuel pump safety shut off.*

23.6.3 *This System at this time may be purchased from Arce Engines as a complete unit. System will include throttle body, ECM, electrical harness and electric fuel pump.*

23.6.4 *System ECM must be mounted in a location that allows easy access for inspection or exchange. This can happen at any time during an event.*

## IX. PURSE PAY OFF

### Minimum

Pay Structure may vary per event as SPEED TOUR has some events with purse sponsors and some don't, we are always shopping sponsors and partners that also have vested interest in Modified in our Region.

The minimum for any SPEED TOUR A-Feature event will be;

1<sup>st</sup>- \$400

2<sup>nd</sup>- \$300

3<sup>rd</sup> thru 18<sup>th</sup> \$175

B- Main shall be determined based on contract.

## X. GENERAL RACE PROCEDURES

1. Scaling before or after qualifying will be decided at the pit meeting.
2. Dashes – 4 laps, fully inverted – roll from pits – Scratching from the Dash costs you your qualifying points.
3. Heats – 8 laps, full invert - roll from pits. Single file restarts after caution. Track is green once green is displayed but must pass to the outside if before the start finish line.
4. Mains – Laps and invert will be decided at the pit meeting. All races will roll from the pits unless otherwise notified. Double file restarts. Leader chooses hi/low, everyone else in line. Leader starts the race in the designated area. Lapped cars to the back and get a lap back. With 10 laps to go, single file, lap cars stay in their positions. After a double file restart if one lap is not completed before a caution then the next restart will be single file. Double file restarts there will be no passing before the start finish line. Single file restarts will be treated the same as heat races.
5. Starts/Restarts – Cones/lines will be determined at the pit meeting. Initial starts, the front row will start the race in the designated area. Restarts, the leader can start the race once in the “designated” area. All others must wait for the leader or the green flag.
6. Top 3 to Start Finish after A-Main and then to scales for tech inspection. 4<sup>th</sup> & 5<sup>th</sup> go directly to the scales after the main event finish, do not stop at your pits or you are disqualified.
7. Warm up procedure - all cars line up single file in starting order for all race events. Once lineup is correct starter will motion for warm up laps. All warm up laps are single file with no passing. The starter will throw the yellow and motion for the field to form 2 rows.
8. Starter will show 1 to green and the green will always come out the next lap regardless of situation unless there is a safety hazard preventing it. If there was an issue the caution will be brought out on the backstretch.
9. No scrubbing tires on the 1 to green lap.
10. If there are 2 false starts, one or both of the front row cars will be sent to the rear of the field.
11. If you bring out the yellow or are involved in 2 yellows in any Dash, Heat, or “B” Main you are finished for that race. If you bring out the yellow or are involved in 3 yellows for the Main event you are finished for the night.
12. If you spin, don't try to 360 and keep going, just stop. We will go yellow & you will go to the back.
13. All cautions will have fault. All cars deemed “involved” will go to the back.
14. Red flag – 4 people per car, hand tools only, must get approval from officials before entering.
15. Raceceivers are REQUIRED on channel 454.0000. Every spotter OR driver must be able to hear the officials or will not be allowed on the track. Every car must have a spotter in the spotters area.
16. Drivers, owners, and crew members please conduct yourselves as the Professionals we are and know that the drivers are held accountable for the actions of their crews.
17. The series director has the final say, period.