

Section 201 Rules for 2014

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201-1 Equipment and General Accessories

- A. It is recommended that accessories used in the interest of safety and stability be submitted for review by Track Officials. Shenandoah Speedway will establish minimum and maximum tolerances for safety and stability systems, which it reviews and recommends for general use.
- B. Electric heating pads, blankets, or any other methods will not be permitted for warming the transmission, rear end assembly, or tires.
- C. The drivers must not compete in any Event with head or arm extended outside of a closed body racecar.
- D. Unless otherwise authorized by Track Officials, racecars will not be permitted on the track until the track has been opened for official practice.
- E. Passengers will not be permitted to ride in/on the racecar at any time.
- F. Filming devices will not be allowed to extend beyond the pit wall unless authorized by the track officials.
- G. All cars will be scored by Transponders. If you have your own transponder you may use it if it's compatible with track scoring system. If not you will be required to rent a transponder from the track.
- H. All classes except Late Models will be required to use RaceCeivers. Late models will be required to have radios and a spotter.

201-2 Glass

- A. Windshield/Windshield braces. A clear polycarbonate windshield must be used in lieu of a standard glass windshield. The windshield must be a minimum of 1/8 thick and have a min. of three (3) metal straps of braces 1/8 inch thick by one (1) inch installed inside the windshield. The straps must be bolted to the roof panel or roll bar at the top and the dashboard panel at the bottom with 5/16-inch bolts. A piece of rubber stripping must be installed between the windshield and straps. The straps must be installed in a manner, which will not obstruct the vision of the driver. Windshield clips three (3) inches, wide by one (1) inch by 1/8 inch must be installed if not riveted or bolted in place. If used, three (3) clips must be bolted to the roof of the car and extend over the edge of the windshield. Two (2) clips

- must be bolted to the cowl and extend over the bottom of the windshield. Clips must be spaced a minimum of 12 inches apart.
- B. Rear Window. Only clear standard production 1/8-inch thick polycarbonate is to be used in the rear window opening. The standard production polycarbonate must be formed to the same shape as the original equipment glass. The rear window must be secured with a minimum of two (2) metal straps on the outside, not less than 1/8 inch by one (1) inch wide, evenly spaced, and bolted to the roof at the top and the deck support panel at the bottom.
 - C. Rear View Mirror. Only one (1) rear view mirror will be permitted and must be mounted at the top of the windshield. A wink type three (3) dimension mirror will be permitted with a maximum width of 26 inches. The rear view mirror must not extend outside of the truck/car.
 - D. Side Window Glass/Window Screen. A nylon mesh window screen must be installed in the left side door window opening and be positioned to cover the entire window opening. The window screen must be a rib type, made from minimum $\frac{3}{4}$ inch, maximum one (1) inch wide nylon material with a minimum one (1) inch square opening between the ribs. The minimum window screen size must be 22 inches wide by 16 inches high. All window screen mounts must be a minimum $\frac{1}{2}$ inch diameter solid steel rod on the bottom and a minimum one (1) inch wide by $\frac{3}{16}$ inch thick flat steel or a minimum $\frac{1}{2}$ inch diameter solid steel rod on the top, with mounts welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release lever type latch at the top in the front only. Quarter windows must be the same size and located in the stock location for the make and model truck/car being used. Only clear, flat polycarbonate is to be used in the quarter window openings. Only one (1) air inlet in each quarter window will be permitted. The maximum hose size is three (3) inches. Suction ducts will not be permitted.
 - E. A vent deflector panel may be installed at the bottom of the windshield "A" post. The deflector may extend a maximum of 8 in. rearward from the lower rear edge of the "A" post and a maximum vertical height of 6 in.

STREET STOCK, FIGURE EIGHT, AND U-CARS MAY STILL RUN STOCK SHATTERPROOF WINDSHIELD.

201-3 Fuel

201-3.1 Definition

The word "Fuel" wherever used in this document, shall be understood, to mean automotive gasoline that complies with specifications of track fuel.

201-3.2 Specifications

- A. The fuel must be automotive gasoline only.
- B. The gasoline must comply with ASTM D4814 entitled, "Standard Specification for Automotive Spark-Ignition Engine Fuel", except limited to liquid

- hydrocarbons only, Class A, B, C, D or E, but without regard to geographical or seasonal limitation.
- C. The gasoline must not be blended with alcohols, ethers, or other oxygenates and it must not blend with aniline or its derivatives, nitro compounds or other nitrogen containing compounds.
 - D. Icing or cooling of the fuel system will not be permitted in the garage, pit, or racing areas.

201-3.3 Fuel Samples

Track Officials have the right to sample a Competitors fuel at any time during the Event. Samples will be impounded for observation and/or testing at the discretion of the Track Officials.

201-4 Fuel System

Pressure systems will not be permitted. Any concealed pressure type containers, feed lines or actuating mechanisms will not be permitted, even if inoperable. Icing, freon type chemicals or refrigerants must not be used in or near the fuel system.

201-4.1 Fuel Cell

The use of a commercially manufactured fuel cell acceptable to Track Officials must be used.

- A. Track Officials will not permit the use of any previously approved fuel cells, containers, or check valves that appear to be damaged, defective, or do not function properly. Fuel cell vent pipe check valves are recommended.
- B. The maximum fuel cell capacity, including the filler spout and overflow, must be Min. of 12 gallons and max. 22 gallons. The fuel cell must fit snug within container and approved by track officials.
- C. Materials other than standard foam, as provided by an approved fuel cell manufacturer, will not be permitted.
- D. 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 that meets the following minimum requirements:
 - 1. The fuel cell check valve housing must be manufactured of aluminum or magnetic steel plate not less than $\frac{1}{4}$ inch thick. The bottom surface of the check valve plate must be flat. Spacers will not be permitted between the check valve plate and the fuel cell bladder.
 - 2. The solid steel ball check valve must be encased in a four (4)-rail carriage. The rails must be constructed of solid aluminum or magnetic steel not less than $\frac{1}{4}$ inch thick by not less than $\frac{3}{4}$ inch wide material. The carriage rails must be positioned such that the surface of the $\frac{1}{4}$ inch thick edge rides against the steel check ball. Outside surfaces of the carriage must not have any sharp edges. The carriage must

- not be altered in any way and must remain perpendicular to the fuel cell check valve top flange plate.
3. The fuel filler check valve carriage must not exceed a maximum depth of 8-1/2 inches. The maximum inside diameter of the filler neck including the check ball seat must not exceed 2-1/8 inches. When seated at least 1/2 of the check ball must be visible. The diameter of the solid steel check ball must be 2-3/8 inches.
 4. The fuel vent check valve carriage must not exceed a maximum depth of 8-1/2 inches. The maximum inside diameter of the vent pipe neck including the check ball seat must not exceed 1-1/4 inches. The diameter of the solid steel check ball must be 1-3/8 inches.
 5. The fuel inlet tube and vent tube must have a bead around its circumference for hose retention.

201-4.2 Fuel Cell Container

A fuel cell container must be used and must be acceptable to Track Officials and meet the following minimum requirements:

- A. The fuel cell must be encased in a container of not less than 22 gage (0.031 inch thick) magnetic sheet steel. Fuel cells must be fitted within containers so that the maximum capacity, including filler spout, will not exceed 22 gallons.

201-4.3 Fuel and Fuel Cell Container Installation

The fuel cell and fuel cell container must be installed in a manner acceptable to Track Officials in accordance with the following minimum requirements:

- A. The fuel cell and fuel cell container must be fastened in the truck compartment in a recessed well of not less than 24 gage (0.025 inch thick) magnetic sheet steel welded or attached to the trunk floor.
- B. The fuel cell and the fuel cell container must be installed as far forward as possible in the trunk compartment equal distance between frame rails.
- C. The fuel cell container, installed in the recessed well, welded to the trunk floor, from the top, must be secured on the top by the fuel cell top rack made of one (1) inch by 0.065 inch minimum thick square magnetic steel tubing meeting the ASTM A-500 specifications bolted without spacers through the tubing on the top side with the bolts continuing through the tubing of the bottom support frames with a minimum of eight (8) 3/8 inch diameter bolts. The fuel cell top rack must consist of two (2) tubes lengthwise and two (2) crosswise equally spaced across the top of the fuel cell container.
- D. The fuel cell container, installed from the bottom of the trunk compartment must be inside a recessed well that covers the bottom and all four (4) sides. When installed the recessed well must seal completely in the trunk compartment area. The fuel cell container and recessed well must be secured on the top by the fuel cell top rack made of one (1) inch by one (1) inch by 0.065 inch minimum thick square magnetic steel tubing meeting the ASTM A-500 specifications bolted or

- welded without spacers through the tubing on the top side with the bolts continuing through the tubing of the bottom support frames with a minimum of eight (8) 3/8 inch diameter bolts. The fuel cell top rack must consist of two (2) tubes lengthwise and two (2) crosswire equally spaced across the top of the fuel cell container.
- E. The front and rear fuel cell cross members must be constructed using a one (1) inch wide by three (3) inches in height by 0.065 inch minimum thick magnetic steel tubing meeting the ASTM A-500 specifications.
 - F. The bottom support frame must be constructed using three (3) tubes, one (1) inch by one (1) inch by 0.065 inch minimum thick square magnetic steel tubing meeting the ASTM A-500 specifications, and must be equally spaced across the recessed well. These tubes must be welded or bolted to the fuel cell front and rear cross members. The support tubes must extend down the front and rear equally spaced and under the fuel cell container recessed well.
 - G. The bottom of the fuel cell container must have a minimum ground clearance of eight (8) inches.
 - H. A reinforcement bar, minimum 1^{1/2} inches in diameter and 0.083 inch wall thickness magnetic steel tubing, must extend below the rear frame section behind the fuel cell. This reinforcement bar must be as wide as the rear frame rails and extend as low as the bottom of the fuel cell with two (2) vertical uprights evenly spaced between the frame rails and attached to the rear cross member. Two (2) supports bars, one (1) located on each corner, must angle upwards and be welded to the rear frame rails. 1. A rear fire wall of magnetic sheet steel not less than 24 gage (0.025 inch thick) must be located between the trunk compartment and the driver's compartment and must be welded in place.

201-4.4 Fuel Filler/Vent Requirements

201-4.4.1 Fuel Filler

- A. Fueling will not be permitted by opening the rear deck lid.

201-4.4.2 Fuel Cell Vent

The fuel cell must be vented as follows:

- A. A single one (1) inch maximum inside diameter vent to outside or body must be installed at the left rear corner. A fuel vent flap valve is recommended on all cars.
- B. A fuel check valve vent pipe inside diameter must not exceed one (1) inch maximum. The fuel cell vent flexible hose must have a maximum inside diameter of 1-1/4 inches and a maximum length of 60 inches when measured from the outside end of the fuel cell vent pipe to the top of the fuel cell fill plate.
- C. When gasoline is added, a crewmember must catch any overflowing fuel into a container acceptable to Track Officials. The catch can must be metal and painted red.

201-4.5 Fuel Lines and Fuel Pump

Electrical devices or electrical connections will not be permitted on the fuel cell, fuel lines or between the fuel pump and the fuel line assembly. Fuel pressure may only be measured from the rear of the carburetor fuel line assembly.

201-4.5.1 Fuel Lines

The fuel lines and fuel line connections must be acceptable to Track Officials and meet the following minimum requirements:

- A. The size, material, and location of the fuel cell pickup must be acceptable to Track Officials.
- B. Only one (1) fuel line with a maximum inside diameter of $\frac{9}{16}$ inch will be permitted from the fuel cell to the fuel pump.
- C. The fuel lines from the fuel cell to the carburetor may be relocated. When the fuel line runs through the right side of the driver's compartment, it must be enclosed in a metal tube located near the floor pan. A check valve, acceptable to Track Officials, mounted at the fuel line outlet on the fuel cell may be used.
- D. Additional lines or extra length must not be used on the fuel system. Extra fuel lines or fuel cells concealed or otherwise will not be permitted.
- E. Quick disconnect fittings will not be permitted.

201-4.5.2 Fuel Pump

The fuel pump must be acceptable to Track Officials and meet the following minimum requirements:

- A. Electric fuel pumps will not be permitted.
- B. Cooling of the fuel pump will not be permitted.
- C. Only mechanical, lever-action, camshaft actuated fuel pumps in the stock location will be permitted.
- D. A magnetic steel plate is required between the engine block and the fuel pump on General Motor's engines. Thermal plates or gaskets will not be permitted.

201-5 Personal Safety Equipment

- A. It is recommended that accessories used in the interest of safety and stability be submitted for review by track Officials. Shenandoah Speedway will establish minimum and maximum tolerances for safety and stability systems, which it reviews and recommends for general use.
- B. Electric heating pads, blankets, or any other method will not be permitted for warming the transmission, rear end assembly, or tires.
- C. The drivers must not compete in any event with head or arm extended outside of a closed body racecar.
- D. Unless otherwise authorized by track officials, racecars will not be permitted on the track until the track has been opened for official practice.
- E. Passengers will not be permitted to ride in/on the racecar at any time.

- F. Filming devices will not be permitted to extend beyond the pit wall unless authorized by track officials.

201-5.1 Helmets: Head and Neck Restraint Devices

- A. It is recommended that helmets meet the specifications set forth in the Federal Motor Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc. A Hauns device is recommended.

201-5.2 Seat belts

- A. A lever-type quick release latch must be fastened to the lap belt. A lap belt not less than three (3) inches wide is Mandatory. Both ends of the lap belt must be fastened to the roll cage with high quality bolts not less than $\frac{3}{8}$ inch in diameter.
- B. The shoulder harness must not be less than three (3) inches wide and must be attached to a roll bar behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels will not be permitted.
- C. A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on the top.
- D. 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.
- E. All seat belts and shoulder harnesses must connect at the lap belt with a quick release buckle acceptable to track officials.

201-5.3 Seats

- A. Only custom manufactured aluminum seats acceptable to track officials are recommended. The seat must be properly installed and the seat back must not be moved back further than the trailing edge of the door. Holes that, in the judgement of the Track Officials, have been made with the primary intent of weight reduction, will not be permitted.
- B. All seats should have padded rib protectors and seat leg extensions on the left and right side.
- C. An adequate padded headrest, acceptable to Track Officials, is mandatory.

201-5.4 Roll Bars

- A. As a minimum, all cars are required to have the basic and typical roll cage configured as shown in diagrams #2, #3, #4, and #5. Unless otherwise specified below, all roll bars must be made from round magnetic steel seamless tubing $1\frac{3}{4}$ inches by 0.090-inch minimum meeting ASTM A-519 specifications. Electric resistance welded tubing; aluminum and/or other soft metals will not be permitted. Roll bar joints and intersections must be welded according to ASTM specifications for the material being welded. Once constructed and installed, the

- surface of each respective 'A' post. The front roll bar legs (#2 A & B) must be welded to the roof bar (#3) near the upper corners of the windshield.
3. The roof bar (#3) must be a continuous length of tubing extending forward from the outer edges of the main roll bar (#1) with minimum clearance to the roof panel and remain parallel to the main frame rails. The roof bar must follow the contour of the windshield as it bends across the front maintaining a minimum clearance of four (4) inches to the top of the windshield. The center to center width of the roof bar (#3) must be a minimum of 43 ¹/₄ inches, and a minimum distance of 29 inches must be maintained from the centerline of the roof bar (#3) to the centerline of the main roll bar (#1). A minimum distance of 36 ¹/₂ inches must be maintained from the top of the frame side rails to the centerline of the roof bar (#3) in the center of the door.
 4. The centerline roof bar (#4) must be welded from the main roll bar (#1) forward to the roof bar (#3) near the car's centerline. The center windshield bar (#4A) must extend forward from the roof bar (#3) near the car's centerline and bend downward following the back of the windshield with minimum clearance. The center windshield bar (#4A) must pass through the top of the dash panel and attach to a support bar under the dash panel at the firewall.
 5. The main roll bar diagonal bar (#5), with no bends, must begin near the upper left bend of the main roll bar (#1) behind the driver's head and after intersecting the horizontal shoulder bar (#7), it must be welded to the lower right side of the main roll bar (#1) where the horizontal tunnel bar (#6) is welded to the main roll bar (#1).
 6. Two (2) horizontal bars (#6 and #7) must be welded with no bends inside the vertical legs of the main roll bar (#1) with the horizontal tunnel bar (#6) welded just above the drive shaft tunnel and the horizontal shoulder bar (#7) at a minimum height of 20 inches above the main frame rails. An additional shoulder belt bar (#7B) may be added above the horizontal shoulder bar (#7) to facilitate shoulder harness alignment. The shoulder belt bar (#7B) must be welded to the main roll bar (#1) and the main roll bar diagonal bar (#5). The shoulder belt bar (#7B) must be made from a minimum of 1 ³/₄ inches by 0.090 inch thick magnetic steel seamless round tubing.
 7. The diagonal bar (#7A) must be welded near the center of the horizontal shoulder bar (#7). The diagonal bar then extends forward to a junction with roof support bar (#12) and continues through the firewall. This diagonal bar must be welded to the right front sub-frame rearward of the spring bucket or shock mount.
 8. The dash panel bar (#8) must be a continuous bar with no bends welded beneath the dash panel between the two (2) front roll bar logs (#2 A & B) at a minimum height of 20 inches above the main frame rail.
 9. The door bars (#9 A & B), on both the left and right sides, must have a minimum of four (4) bars equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (#1)

and the front roll bar legs (#2 A & B). The top door bar on each side must maintain a minimum vertical height of 20 inches from the top of the mainframe rails to its centerline. All door bars must be convex in shape except the bottom door bar on each side, which may be straight. The door bars (#9 A & B) must have a minimum of six (6) vertical supports per side with two (2) equally spaced between each door bar. These supports must be made from a minimum of 1³/₄ inches by 0.090 inch magnetic steel seamless round tubing (not numbered but shown in the left side view of diagrams #3, #4 & #5). A magnetic steel plate, 1/8 inch thick, may be installed over the left side door bars and welded or bolted in place with not less than four (4) minimum 1/2 inch diameter bolts in place. Any door support bars (nerf bars) if used must turn back into the door bars or main hoop bar or front leg bars.

10. The vertical vent window bars (#10 A & B) must be welded from the upper surface of the top door bars on the right side and left side to the front roll bar legs (#2 A & B). The vertical vent window bars (#10 A & B) must be perpendicular to the top door bars (#9 A & B).
11. The two (2) angular supports (#11 A & B) must be welded to the top of the main frame rail and to the bottom surface of the second door bar from the bottom.
12. The roof support bar (#12) must extend from the right front corner of the roof bar (#3) intersecting the diagonal bar (#7A) and down to the transmission cross member. The roof support bar (#12) must be welded near the area of the intersection with the front roll bar leg (#2B) and the roof bar (#3).
13. The rear support bars (#13 A & B) must be continuous lengths of tubing welded to the left and the right back side of the main roll bar (#1) near the roof panel at the top. They must extend to and be welded to the top of the rear sub-frame rail within one (1) inch of the rear edge of the fuel cell.
14. The trunk reinforcement bar (#14) must form a loop directly above the rear sub-frame side rails and the rearmost cross member and be welded to the rear support bars (#13 A & B). The trunk reinforcement bar (#14) must maintain a minimum height of five (5) inches from the top of the rear cross member to trunk reinforcement bar (#14's) center.
15. Three (3) rear vertical support bars (#15), evenly spaced, must be welded perpendicular to the top of the rear cross member and to the bottom surface of the trunk reinforcement bar (#14). These vertical supports must be made from a minimum of 1³/₄ inches by 0.090 inch magnetic steel seamless round tubing.
16. The two (2) front sub-frame bars (#16 A & B) must be a minimum 1-3/4 inches by 0.083 inch magnetic steel seamless round tubing. They must be welded to the right side and the left side of the front roll bar legs (#2 A & B) at a minimum height of 20 inches. The front sub-frame bars (#16 A & B) must extend forward through the firewall, turn down, and must be welded to the front sub-frame rails forward of the spring buckets or shock mounts near the radiator mount. All other support bars to the front sub-

frame must be 1³/₄ inches round magnetic steel seamless tubing by 0.083-inch minimum wall thickness.

C. Gussets

1. Gussets must be used at the intersection where the main roll bar (#1) and the front roll bar legs (#2 A & B) meet the main frame, and the gussets must be constructed using a minimum one (1) inch wide by two (2) inches high magnetic steel box tubing.
 2. Gussets must be used at the intersection where the front roll bar legs (#2 A & B) intersect the roof bar (#3), and the gussets must be constructed from a minimum 0.095-inch thick triangular-shaped magnetic steel flat plate measuring a minimum of 1¹/₂ inches long on each side that is to be welded.
 3. Gussets must be used at the intersection of main roll bar (#1) and the front roll bar legs (#2 A & B) with door bars (#9 A & B) and the gussets must be constructed from a minimum 0.095 inch thick triangular-shaped magnetic steel flat plate measuring a minimum of 1-1/2 inches long on each side that is to be welded.
 4. Gussets must be used at the intersection of main roll bar (#1) and the rear support bars (#13 A & B), and the gussets must be constructed from a minimum 0.095 inch thick triangular-shaped magnetic steel flat plate measuring a minimum of 1¹/₂ inches long on each side that is to be welded.
- D. For the approved location of the various roll bars, please reference both the basic roll cage diagrams and the typical roll cage diagrams at the back of the Rule Book.
- E. Modifications to the basic and typical roll cage design described above must be submitted in blueprint form for acceptance to SPEEDWAY at least 60 days before the design can be entered in competition. If SPEEDWAY accepts the modification as set forth in the submitted blueprints, the Competitor must submit for inspection a completed frame and roll cage at least 30 days prior to the date of intended competition. Acceptance of the submitted blueprint does not guarantee acceptance of the completed frame and roll cage design, and SPEEDWAY may decide not to accept such design even if it is the same as the blueprint form. If SPEEDWAY accepts the completed frame and roll cage, it may then be used in competition in the form accepted, unless and until SPEEDWAY no longer approves the form.
- F. All roll bars within the driver's reach must be covered with an impact absorbent material acceptable to Track Officials.
- G. All references to the roll cage, roll bars, roll cage bars or the roll cage bar design specified in other sections of the Rule Book refer to subsection 201-4.4.
- H. At the discretion of Track Officials, additional material and/or tubing may be required to be welded to any car that does not conform to the January 1, 2005 roll cage or roll bar specifications as described in subsection 201-4.4

- 1.) Rookie of the Year- Is selected by the track owners and employees per division if there is a rookie for that particular class. A rookie is determined as a new driver for each season that is new to the class. The driver has to race 30% or more for the season to be classified as a rookie. If you only come to the track and race in a division 30% or less per division, you are not a nominee for that year, but can be selected the following season, if you race more than 30 % that season. A Rookie of the Year is only eligible one time.
- 2.) Driver of the Year- Is selected by all the drivers at the track. You are to look at all the divisions that race at Shenandoah Speedway and pick the nominee you think should be the “Driver of the Year”.
- 3.) Sportsmanship of the Year- Is selected by the track owners and employees. This award is one driver among all the divisions that race at Shenandoah Speedway that shows the best Sportsmanship all season. Racing, Sportsmanship on/off the track, etc.

201-7 Drop Race Rule for 2013.

- 1) All Shenandoah Speedway racing classes are allowed 1 drop race for the season. If you are DQ'd you cannot use the DQ as your drop race.
- 2) Example if you have 19 total races, we will count the 18 best. So if you have a family emergency, car trouble, or just can't make it one weekend, that can count as your drop race.