

2011 SSP Adult Speedcar Specification Rules

*Please note these rules are subject to change.

Any car may be checked for engine, chassis, oil, fuel, tires, wheels, rear ends or sound legality at any time by an SSP Technical Inspector or Official. **Upon entering a car for SSP competition, the driver (and possibly the owner) is responsible for the legality of their car and will suffer all penalties resulting with the car violating these rules.** Refusal to submit a car, engine or parts for inspection or measurement upon the request of an SSP Technical Inspector will result in an immediate disqualification and possible suspension by SSP management.

No equipment or racecar will be considered as having been approved by reason of having passed through inspection "**unobserved.**" Regardless of a car passing prior inspections, compliance with all rules must be made at each post-race inspection. **No expressed or implied warranty of safety shall result from the technical inspection or approval.** Any rules or guidelines not covered will be governed at the discretion of the SSP management and the Technical Inspector.

Enforcement of Specification Rules: All SSP-approved weighing, measuring and testing devices used by the SSP Technical Inspector are the standards that will determine compliance with the rules and regulations. A competitor's equipment, gauge or instrument will have no bearing on the enforcement of these rules.

Impounding - SSP officials reserve the right to impound any racecar or remove any component on a racecar (including the engine) at any time.

Confiscation of Illegal or Unauthorized Components - The use of illegal or unauthorized components on racecar will result in the confiscation of the said components. These components will then become the property of SSP and will not be returned. **Failure to surrender the illegal parts will lead to a minimum two (2) week suspension (mandatory) for the car owner, car and driver.** This will turn into an indefinite suspension until the said illegal component is turned over to SSP management.

New Enforcement Procedures, Equipment or Methods: Due to the rapidly changing technology of motorsports, SSP officials will continue to develop new procedures, equipment and methods to enforce the rules and guidelines contained within this rulebook or succeeding rules bulletins. These procedures, equipment and methods will be based on common sense, consistency, impartiality and fair play. **These procedures, equipment and methods may be introduced at anytime without prior notice to the participants.**

Driver Requirements: All drivers must be at least thirteen-(13) years of age to compete in this division. Drivers under eighteen (18) years of age must have a signed and notarized Parental Consent form by both parents or legal guardians and said documents must be in the hands of the SSP management before participation of said individual will be permitted.

The Susquehanna Speedway Park is private property. Any person on this property without the permission of the management of the Susquehanna Speedway Park is guilty of trespass and subject to the penalties prescribed by law. Through the purchase of a pit pass or admission ticket, a person is given the authority and the right to be on this property in conjunction with the related racing activities. However, management reserves the right to revoke or cancel this authority at any time that it feels that person's presence or conduct is not in the best interest of the sport of auto racing, fellow competitors, the fans, management and the employees of the speedway.

FRAMES, BODY, SUSPENSION, etc.:

1. GENERAL APPEARANCE OF THE CAR: All competitors must present a neat and clean appearing car for any SSP event. Crash damaged cars must be repaired to the minimum technical standards before returning to competition. A Technical Inspector or SSP official may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above. SSP management reserves the right to deny access in competition because of a sponsorship, advertisement, paint scheme and/or lettering on a car not in "good taste," or in the spirit of keeping this a "family entertainment" sport.

2. WHEELBASE: The wheelbase must be 57.75" to 58.25" with no tolerance.

3. WEIGHT SHIFTING DEVICES: No devices (either mechanical, hydraulic, electric) for shifting weight is permitted.

4. BALLAST: All added ballast must be painted white with the car number marked on each piece. The weight must be visible to the technical inspector upon inspection (i.e. nothing permitted in the frame rails).

Mounting Ballast: The blocks must be securely mounted to the frame using 0.5" or larger diameter bolts. The mounting of the ballast is subject to the final approval of the technical inspector. **No ballast is permitted above the drivers waist level when seated in the car.**

5. FRAME: Must be equivalent to the same measurements and construction as originally built by Tobias Motorsports / Speedway Entertainment. The top of the roll cage must be constructed high enough to cover the driver's helmeted head. No aluminum and/or soft metals are permitted when repaired. The maximum length of the car is 96.50" and the maximum width of the car is 48.50".

a) **Firewall:** A metal firewall is mandatory between the driver's compartment and the engine and rear end/fuel cell compartment.

b) **Floor Pan:** All cars must have a steel or aluminum floorpan under the driver.

c) **Interior:** The interior of car should allow for easy access to driver and be clear of material or construction methods that could cause injury to the driver. No raised edges inside of car.

d) **Metal Fatigue:** It is highly recommended to have the frame checked periodically by an expert for metal fatigue. Cracked or broken frames are strictly prohibited from any SSP events.

e) **Repairing Frames:** *The Technical Inspector reserves the right to disallow a repaired car from a competition that does not appear to be properly repaired.* Once a frame is repaired from its original form, SSP management and the Technical Inspector assume no liability for any injuries that may occur as a result of this repair regardless of the approval given to compete with that repaired frame.

6. **BODY:** The body must conform to the generally accepted standards of the SSP technical inspector. A sprint car must remain a Sprint Car and the Modified style may be adapted to resemble a Late Model. Changes to the current Tobias Motorsports / Speedway Entertainment cars are subject to the final approval of the SSP technical inspector.

a) **Bumpers:** Bumpers subject to final approval of the SSP technical inspector. Front bumper must remain as delivered from Tobias Motorsports / Speedway Entertainment. Rear bumper may not extend past the rear bottom frame rail.

b) **Nerf Bars:** Side nerf bars may be added subject to final approval of the SSP technical inspector.

c) **Wings:** Must be no larger than those wings originally constructed for the car by Tobias Motorsports / Speedway Entertainment. May only run wings on the Sprint Car style cars and are mandatory on "Sprint Cars." Front wings are permitted.

d) **Mounting of Components:** All body components must be firmly attached to every car competing in any race. Any car may be black flagged or denied entry to start qualification or a race if any of the aforementioned items are not attached unless the Technical Inspector gives prior approval.

e) **Repairing of Components:** Body components may be repaired and must be approved by the Technical Inspector prior to returning to the speedway for competition. *The Technical Inspector reserves the right to disallow a repaired car from competition that does not appear to be properly repaired.* Once a body is repaired from its original form, SSP management and the Technical Inspector assume no liability for any injuries that may occur as a result of this repair regardless of the approval given to compete with that repair.

7. **SEATS:** Only SSP-approved factory-manufactured metal seats may be used. No homemade seats will be permitted. Lightening the seat by anyone else other than the factory is not permitted. Lumbar supports and head and shoulder supports on the seat are highly recommended.

a) **Mounting of the Seat:** The seat may be moved within the driver's compartment (remaining within the same general area as the general design) without moving or changing existing bars in the frame. The seat must be mounted directly to the frame. When mounting the seat forward, use a flat piece of steel or aluminum behind the seat (don't just use bolts in encased tubing). The use of wood as supports or mounting brackets is not permitted. The presiding tech inspector shall have final approval of the mounting of the seat. SSP management and the Technical Inspector assume no liability for any injuries that may occur as a result of the mounting of a seat, regardless of the approval given to compete with that seat and its location.

8. **SAFETY HARNESS:** All cars must have an SSP-approved type of four-(4) point racing harness (minimum 3" wide) that is equipped with a quick release buckle unless otherwise designated. Be sure to regularly check your safety belts for damage such as fraying, tearing, etc. If this should occur, the safety belts should be replaced immediately. SSP endorses the belt manufacturer's recommendation that the belts be changed two (2) years after the date stamped on the SFI tag regardless of the number of times the car has been raced. The safety belts are similar to a helmet, in that they are designed for protection in only one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make absolutely sure that your five-point safety harness is totally secured and that you have pulled the straps as tight as possible anytime you drive the car.

9. **BOLTS AND FASTENERS:** Only equivalent stock or upgraded steel fasteners and bolts may be used on the car. Fasteners may be drilled for safety wire but intentional weight saving modifications is not permitted. Aluminum and titanium bolts are illegal.

10. **HEIM JOINTS:** Only steel or aluminum heim joints are permitted.

11. **SUSPENSION:** No suspension may be added to the cars as built by Tobias Motorsports / Speedway Entertainment..

12. **DRIVELINE:** Must be a stock-OEM Honda internal wet centrifugal clutch with a #8mm Poly Chain belt..

13. **REAR AXLE:** Must be 1.25" diameter solid aluminum or gun-drilled or solid steel axle with aluminum drives. The rear bearing mounts must be flange mounted. Bearing cassettes are not permitted. The center of the rear axle must be in line with the center of the frame.

14. **GEAR RATIO:** The maximum is 125 on the rear sprocket. The engine sprocket gear must be 18 to 22.

15. **FRONT END:** Must remain a square beam axle with non-adjustable camber & caster as delivered originally from Tobias Motorsports / Speedway Entertainment.

16. **BRAKES:** The brake system must be either mechanical or hydraulic type.

a) **Brake Bias or Proportioning Valves:** Brake bias or proportioning valves are not permitted.

17. WHEELS: Any steel or aluminum wheel that has a maximum 8.0" width on the front and maximum 10.0" width on the rear is permitted. Bleeder or relief valves are not permitted in the wheels.

a) **Wheel Covers** - Metal or plastic wheel covers are permitted. Must be securely fastened to wheel. Foam mud plugs also permitted.

18. TIRES: Only an 8-inch Hoosier tire (15-6-8) or standard golf cart tire (16-650-8) is permitted on the front. Only a 10" Hoosier tire (57-6-10 or 59-8-10) or standard gold cart tire (18-850-10 or 18-950-10) is permitted on the rear. Grooving/Siping of tires is permitted. Any compound from manufacturer is permitted.

Hardness: The composition and character of the tire may not be altered from original. This includes soaking, softening or recapping. If any tire is softer than the manufacturer's standards on the durometer, the driver will be disqualified for that event and the tire and wheel will be confiscated immediately and that driver will be reviewed and face further possible penalties. The wheel will be returned to the driver. Tire warmers and any other means of artificially warming tires are prohibited.

NOTE: Anyone caught using or possessing tire softener in their hauler or pit area will be subject to penalties from SSP management.

19. FUEL TANK: Any approved metal fuel cell must be used and remain securely mounted in the rear compartment of the car.

a) **Fuel Cap:** Make absolutely sure that you check the cap on your fuel cell for tightness before going onto the racetrack. The cap should fit snugly onto the cell.

b) **Fuel Filters:** Aftermarket fuel filters may be used. Glass fuel filters are not permitted. Filters may not be located in the driver's compartment.

c) **Fuel Cooling Devices:** Fuel cooling devices of any kind are not permitted.

d) **Fuel Lines:** Any fuel lines may not pass through the driver's compartment. Fuel lines may be either rubber or steel braided. Fuel lines may not be attached to or near electrical wires.

20. MIRRORS: Mirrors are not permitted.

21. RADIOS: One-way or two-way communication radios are not permitted with the exception of the mandatory track Receiver radio on the track designated frequency only (**Freq. 1417**).

22. TRACTION CONTROL DEVICES: No electronic or computerized wheel spin/traction control devices are permitted. Any driver caught using these devices will be suspended for a minimum of one-(1) year.

23. CAR NUMBERS: The car must have numbers of contrasting car color from the body. Metallic or foil numbers are not recommended and highly discouraged. Scorers will not accept the responsibility for incorrect scoring of cars in which numbers are not clear or easily read from the Scorer's Stand.

ENGINE SPECIFICATIONS:

1. ENGINE PERMITTED: The engine must be a stock-OEM GX270 engine with 2:1 gear reduction. All factory identification numbers and/or part numbers must remain on all parts and may not be removed. All parts, their size and their location must remain unaltered (no grinding or polishing) unless specifically permitted within these rules.

2. ENGINE REPLACEMENT PARTS: Must remain stock-OEM GX270 engine parts as delivered from the manufacturer. Altering any stock-OEM parts in any way is not permitted.

3. VALVE TRAIN: Must remain stock-OEM with the exception of any valve spring, valve seals and retainers may be used. Valve lash will not be checked.

4. CARBURETORS: Must remain stock-OEM as delivered for the GX270 engine (U.S. version).

a) The choke may be removed but all screw holes must be permanently sealed. The choke horn may be removed.

b) The idle and air bleeder holes may be drilled and the butterfly screw ends may be cut even with the shaft.

c) Carburetor jets may be changed.

d) The governor may be completely removed.

e) Modifications or components to increase or restrict airflow to the carburetors (such as heat deflector shields) are not permitted. Porting or bore enlarging is not permitted.

f) **Carburetor Adapter:** Only a one or two-piece aluminum or phenolic carburetor adapter may be installed between the intake manifold and carburetor. A one-piece gasket may be installed between the carburetor and adapter and between the intake manifold and adapter.

5. **IGNITION SYSTEM:** The complete ignition/starter control system must remain a stock-OEM Honda Magneto type. Car must remain a pull-start type. One hole in the ignition plate must remain in the original stock-OEM position.

a) **Ignition Switch:** The ignition switch must be within easy reach of the driver.

b) **Spark Plugs and Wiring:** Any aftermarket type may be used.

6. **FLYWHEEL:** Must remain stock-OEM as with no lightening or modifications. The magnets must remain in the stock-OEM position and slotting is not permitted.

7. **AIR FILTER and ADAPTER:** May be changed with a maximum 4" diameter. There is no limitation on the length of filter. Tapered adapters or velocity stacks are permitted.

8. **EXHAUST SYSTEM:** The exhaust system must be as designed by Tobias Motorsports / Speedway Entertainment. The minimum length of the exhaust is 39". The catalytic converter may be hollowed out or removed and replace with straight tubing of the same diameter as the stock exhaust pipe. Header wrapping (tape) and ceramic coatings are permitted.

9. **OIL ADDITIVES:** Any competitor caught using any of the following combustion enhancing additives in the engine oil will be banned from all SSP events for a minimum of 60 days from the date of the infraction: hydrazine, toluene, dinitrotoluene, dioxane, propylene oxide, or nitropropane.

10. **FUEL: Gasoline only is permitted.** All fuel must be of the same specifications, specific gravity, color, smell of the Methanol or Gasoline only according to Federal Standards of Purity, Grade A or AA. No additives of any kind permitted. The track reserves the right to take specific samples of fuel at any time for testing purposes. Any additives/mixing detected in fuel may result in a disqualification, fine, suspension, loss of purse and loss of points or any combination thereof.

a) **Laboratory Testing:** SSP has the ability to conduct laboratory analysis of fuels. Samples for lab analysis may be taken from a competitor's fuel tank at any time at the discretion of the Technical Inspector. Laboratory results will be the final determining factor of whether illegal performance additives are present in the particular fuel sample.

b) **The specific elements which will be searched for include:** aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylidine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH).

c) **Penalty for Fuel Rule Violations:** Any competitor (driver and/or owner) caught using any of the illegal fuel additives as previously mentioned is subject to a minimum 60-day suspension from the date of the infraction. Suspensions will be determined based on the chemical composition of the additive in question.

11. **GAUGES:** Only onboard gauges that record the following information are permitted - lap timer, RPM, oil pressure and oil temperature. Direct reading oil temperature and oil pressure gauges must use steel braided lines, not plastic or rubber. Onboard telemetry systems are not permitted. The low oil shutoff may be removed.

ENGINE CLAIM RULE:

The purpose of the engine claim is to provide a "safety valve" to help keep the series competitive and to keep the cost of racing affordable.

1. **Finishing Positions Eligible to Claim an Engine** - Any driver that finished in the top 20 in point standings at that track the previous year is eligible to claim opening night. Any claiming driver must have been at track on opening night to claim on the second night. Following that, no driver may claim unless they competed at that track the **two previous consecutive track point events**. Only drivers that are current SSP Outback Track license holders may claim an engine. Only drivers that finish the race on the lead lap may claim any other driver's engine finishing the race on the lead lap. Persons claiming an engine must present their membership card at the time of the claim. Should there be more than one claim on an engine, the driver with the highest finishing position has the first right to claim the engine.

A driver is only permitted one claim per event, regardless of claim outcome (maximum 2 claims per calendar year). No driver may claim same driver's engine more than once during the current calendar year.

2. **Time of the Claim** – In order to file a claim, the claimer must stop their car at the designated technical inspection area prior to going to their trailer in the pit area. At this time the claimer must notify the designated technical inspector of their intentions to file the claim. The license card, claim card and full payment must be presented to the technical inspector no later than ten-(10) minutes after the finish of the race. Once a claim is made, it may not be withdrawn.

3. Components of the Engine Claim – Only the engine including the carburetor are included in the claim. Not included in the claim is the fuel tank, exhaust system, air filter, air filter adapter and engine sprocket.

4. Claim Payment – Cash or certified check in the amount of \$750.00 along with the claim card and license must be presented to the technical inspector within the specified time. The technical inspector must produce (but not give) the payment to the claimee before the engine is removed. All certified checks shall be made out to the claimee for the proper amount written clearly and legibly (unless Option “B” is chosen) – then the certified check shall be made out to the Susquehanna Speedway Park in which \$250.00 cash will be given to the claimee and \$500.00 cash will be returned to the claimer.

5. Choice of Claimed Engine – At the time of the completed claim, the claimee must choose either Option “A” or Option “B” within 5 minutes of the completed claim. Failure to make a decision will automatically default to Option “A”.

Option “A” – The claimer takes immediate delivery of the claimed engine for \$750.00. The claimer is responsible for the legality of that engine once the engine is delivered to the claimer.

Option “B” – The claimee may choose to take the claimer’s engine plus \$250.00 in exchange for the claimee’s engine.

6. Refusal of the Claim – If the claimee refuses to sell their engine after a legitimate claim is in place, that driver will be disqualified and suspended from the next two-(2) Adult Speedcar races at the SSP Outback Track. Once a refusal of a claim is made, it may not be rescinded. The driver will also forfeit all points for that race and any awards earned for that feature. All points earned for the season may be forfeited at the discretion of SSP management. If a driver refuses a claim for a second time within the calendar year, that driver will be suspended for one-year (365 days). A **claim** is not charged to claiming driver in case of a refusal.

7. Removal of the Claimed Engine - The claimed engine shall be removed immediately from the car by the team being claimed. The engine must be removed on the Susquehanna Speedway Park property within a reasonable amount of time (at the discretion of SSP management). Any sabotage to the engine by the removal team will result in that driver and car being suspended for sixty-(60) days. The claim will be nullified and the claim money will be returned to the claimer. The person claiming the engine may not leave SSP until the engine is removed and delivered properly to the claiming driver. If the claimer leaves the property before the above items are satisfied, the claim will be nullified.

*** SSP management may penalize a claimer deemed to be malicious, spiteful, or who otherwise acts in bad faith. SSP management reserves the right to deny a claim or suspend the claim rule at anytime for any reason.**

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