

## OFFICIAL 2006 - 2006 SPECIFICATIONS FOR CRASHCARS

NOTICE: ALL EQUIPMENT IS SUBJECT TO THE APPROVAL OF IRWINDALE SPEEDWAY OFFICIALS. ALL CARS MUST PASS A PRE-COMPETITION INSPECTION. NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION.

If you have ever wanted to be an entertainer, a race car driver, a superstar or a combination of all three, this is your chance!

### DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events.

These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The Race Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. The Race Director and/or officials may disqualify any car from competition if the vehicle does not conform to the rules and regulations for the event. Their decision is final.

No equipment will be considered as having been approved by reason of having passed through inspection unobserved. The Race Director reserves the right to add, delete, modify or update the rules at anytime in the interest of providing parity for all competitors. These changes may be made via an announcement at the driver meeting, notation on the official entry coupon or a technical bulletin, and automatically amend all specifications herein. All changes will be posted except in rare instances (EIRI).

It is the responsibility of the competitor to obtain and become familiar with the current rules pertaining to the division in which he/she chooses to participate.

**\*\*\*THESE ARE CARS WE RACE NOT RACE CARS\*\*\*  
\*\*\*ELIGIBLE VEHICLES – READ CAREFULLY\*\*\***

### OFFICIAL CAR SPECIFICATIONS

**\*CARS MUST BE STOCK – ALL EXCEPTIONS ARE NOTED – READ CAREFULLY\***

**CRASHCARS:** These vehicles are to remain stock for make, model and year and the engine, rear end and transmission must remain stock with the exception of the modifications that follow

**CRASHCARS:** Minimum wheelbase of 100 inches. Any stock rear wheel drive domestic six or eight cylinder front-engine full or mid-sized convertible, coupe, Checker Cab, El Camino, hearse, limousine, sedan or station wagon allowed. Exceptions as follows: no All Wheel Drives, no 4x4's, no SUV's, no Sports Cars (ex. Aspens, Camaros, Capris, Chargers, Dusters, Firebirds, Monzas, Mustangs and Novas), no trucks and no two-door cars with leaf springs. No manual transmissions. No supercharged or turbo engines permitted. Cars may be disqualified if they are considered to be too battered and unsafe.

**APPEARANCE:** All cars must have a pre-approved character/name/paint-scheme/theme using the hood, front fenders, door panels and across the top of the windshield valance to compete (ex. Crash Test Dummy, Green Hornet, Redneck Racer, Soccer Momma, etc.). Cars must be painted in bright colors. No stock paint jobs. Car

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numbers must be painted in a minimum of 24" high numerals on both rear quarter panels and a minimum of 36" high and at a 45 degree angle on the roof (best readable as the car comes off of Turn-4 from the grandstand) in a contrasting color. All lettering must be in good taste. Cars must be completely washed and free of dirt and mud for asphalt races.

**BATTERY:** Battery must be covered with a quality, non-flammable marine-type cover or box and installed in a secure location. Battery must be securely fastened with .125" thick x 2" steel strap.

**BODY:** All body panels must remain stock for the car's make and model year. No cutting of body panels except for door and/or roll bar clearance. The fenders and wheel wells may be trimmed for tire and wheel clearance.

**BRAKES:** All cars must have working brakes on all four (4) corners as came from factory.

**BUMPERS & RUB RAILS:** Stock front and rear bumpers may be replaced or upfitted with heavy-duty protective bumpers constructed of maximum of 2" x 2" square box steel tubing. Available Front bumper should be "bull-bar" or "cow-catcher" style providing protection for the grill and radiator with a maximum of three horizontal bars and five uprights. Rear bumpers should have a maximum of two horizontal bars and five uprights. Bumpers must be securely fastened or welded to the frame in the stock position and may not exceed the stock width of the car. Bumpers should wrap around fender corners to preventing hooking with another car and connect with optional protective rub rails constructed of maximum 2" x 2" square box steel tubing. Rub rails must be bolted flush to the body. Rub rails should run from the nose of the car, channeling up and over the fender well, across the doors, channel up and over the rear fender and rear quarter panels. Rub rails should connect to the front and rear bumpers. Rub rails may connect to the frame in two positions between the fender wells but must not be directly bolted or weld to the door bars or roll cage. NO OPEN ENDS, SHARP EDGES OR SPEARS.

**CAMBER:** Stock camber adjustments only. Right front wheel may have a maximum of one inch camber (measured at the top of the outside of the tire to the bottom of the outside of the tire). No left front or rear wheel camber permitted.

Irwindale Speedway solely reserves the right to claim any ENGINE for \$1,000 less: flywheel; bell housing; breathers; carburetor; starter; engine mounts; oil and temperature sending units; fan and pulleys; dip stick; water pump; fuel pump; rod and plate; distributor; water outlet and restrictor. Refusal will result in forfeiture of all points, prize money and a one-year suspension from competition at Irwindale Speedway.

Irwindale Speedway solely reserves the right to claim any SHOCK for \$20. Refusal will result in forfeiture of all points, prize money and a one-year suspension from competition at Irwindale Speedway.

Irwindale Speedway solely reserves the right to claim any entire VEHICLE for \$5,000 inclusive. Refusal will result in forfeiture of all points, prize money and a one-year suspension from competition at Irwindale Speedway.

**DASH & FIREWALL:** Stock dash frame must remain in place but may be covered by steel sheet metal. The firewall dividing the engine and driver's compartment must remain intact. All holes must be covered or filled with steel sheet metal. The steering wheel center must be padded. "Quick-Release" steering wheels permitted.

**DRIVER ELIGIBILITY:** Only persons that are aged 16-years of age or older, possess a valid state-issued driver's license and are pre-registered with Irwindale Speedway are eligible to compete.

**DOORS:** Must be securely weld shut. An IS-approved window net is mandatory with a quick-release latch. SEE "ROLL CAGE" FOR IMPORTANT INFORMATION REGARDING PROTECTIVE DRIVER DOOR BARS.

**DRIVE SHAFT, SCATTERSHIELD & TRANSMISSION:** Drive shaft must be painted white. Drive shaft hoops, two constructed of .250" thick x 2" wide steel strap, must be mounted under the floorboard no further than 6" from the front yoke and one towards the rear. A scattershield or transmission blanket is mandatory. Automatic transmissions permitted only. Both forward and reverse gears must be operational. No manual transmissions.

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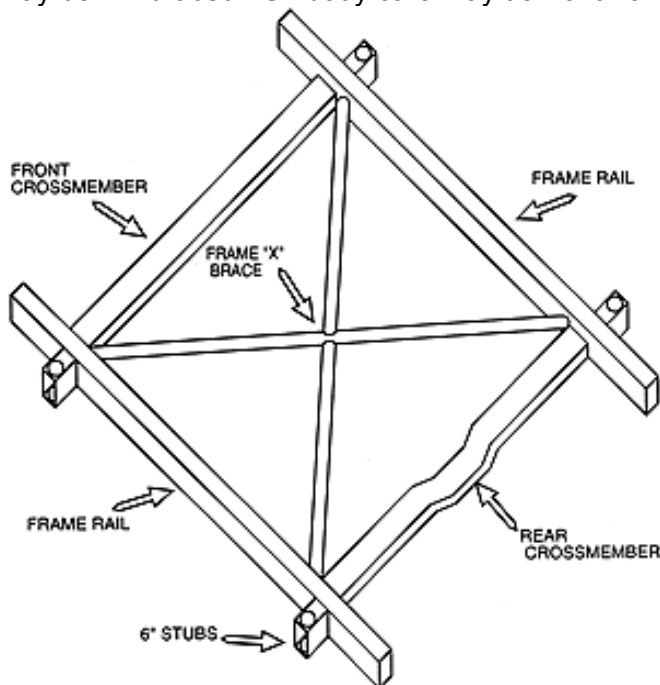
**ENGINE:** Stock engine may be replaced with a stock crate, OEM, recycled or remanufactured steel head engine. Maximum cubic inch displacement is as follows: Ford – 351 c.i., Mopar/Dodge – 360 c.i. and General Motors – 350 c.i.). Engine size must be clearly marked on the driver's side of the hood. Engine make must match make of car (Chevrolet in a GM, etc.). Performance crate engines optimized for racing or street rods (ex. Ford, General Motors, Mopar/Dodge, etc.) are not permitted. Engine and carburetor subject to CLAIM at any time (see CLAIM RULE for full details).

**EXHAUST SYSTEM:** Pipes must extend straight up through the hood. Pipes may not be aimed at other cars.

**FIRE EXTINGUISHER:** All cars must be equipped with an operational dry chemical fire extinguisher (with gauge) that is securely mounted within reach of the driver.

**FLOORBOARD:** Original stock floorboards must remain in place. All holes must be patched with sheet metal.

**FRAME OR UNIBODY:** Frame may be "X" braced. Unibody cars may tie front frame to rear frame.



**FUEL & FUEL CELL:** Stock gas tank must be removed. The use of an IS-approved maximum 8-gallon racing fuel cell, complete with foam and steel container, is mandatory. Fuel cell must be securely mounted as far forward as possible in the trunk compartment above the OEM trunk floor using a minimum of three separate .125" thick x 2" wide steel straps around the entire fuel cell so that the fuel cell is secure in each direction. A steel firewall must completely separate the driver from the tank. Tank must be centered. All caps, fittings and lines must be secure, leak proof and of high quality. Metal or rubber gas lines only, no plastic lines. Stock fuel lines may be replaced with aftermarket braided steel lines. Fuel lines that run through the driver compartment must run through a metal conduit or pipe. Electric fuel pumps must have an inertia switch or a clearly marked (international safety orange) shut-off switch in the middle of the dash within reach of the driver and safety crew. Stock pump gas only.

**GLASS & TRIM:** All glass and plastic must be removed. This includes all chrome, lights, reflectors and trim. Glass inside door panels must be removed. Trunk and inside of car must be swept clean. Rearview mirrors are mandatory and must remain within the confines of the driver compartment.

**HOOD, TRUNK, & HATCHBACK:** Hood must remain on car at all times. Minimal sized holes are permitted for the exhaust pipes. Hood, trunk, and hatchback may be tied down in four positions only by using seat belt straps or hood

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pins. No welding permitted. All latches must be removed. Hood and trunk springs must be removed. Hinges must be hooked up. Leave hood and trunk open until inspected.

**HORN:** All cars should have a working horn. No sirens.

**INTERIOR:** All knobs, handles, decks, unnecessary upholstery and seats must be removed.

**PROTECTIVE SCREEN:** Three vertical steel bars or an approved heavy-duty mesh rock screen are mandatory over the driver's half of the windshield. No glass, Lexan or plexiglass windshields are permitted.

**RADIATOR & COOLING SYSTEM:** Radiator must be factory stock. Radiator must remain in front of the engine in the stock position. Worn out radiator brackets may be replaced providing the new mounting brackets do not provide any performance or strength advantage. No angling of the radiator or its brackets. All antifreeze must be removed and replaced with water. All vent tubes must remain in, or be routed into, the engine compartment.

**RACECEIVER:** All drivers must use a radio that monitors race control. Drivers must have a radio that monitors race control frequency only and may not have any ability of two-way communication with anyone.

**REAR END:** Gear ratios may be changed. The spider gears may be weld and locked up.

**ROLL CAGE:** All roll cages must use seamless or DOM, minimum 1.75" O.D., minimum .095" wall thickness steel tubing. A roll cage is mandatory and the minimum roll cage required is as follows: The roll cage must consist of four uprights joined together at all four corners of the top hoop. An "X" comprised of a diagonal bar running from the top right hand corner of the rear hoop to the lower horizontal bar at the bottom left corner of the rear hoop, and, the mid-level horizontal bar, must be in place between the two rear uprights. Four (4) horizontal bars running between the front and rear uprights are required on the driver's side and must bow outward. Vertical uprights must be welded in place between the four (4) horizontal bars. Steel door plates, minimum .250" thick, must be securely welded to the outside of the driver's side door bars. The plates must cover the area from the top door bar down to the rocker panel and from the rear upright forward to 6" in front of the front edge of the seat. The bars on the driver's side, and any other bars within the driver's proximity, must be padded with closed-cell foam roll bar padding. A minimum of three (3) horizontal bars or an "X" is required between the front and rear uprights on the passenger side. A horizontal bar between the two (2) front uprights at, just above, or just below dashboard level is required. The plastic housing around the steering column shaft may be cut or removed to accommodate this horizontal bar if necessary. Kicker support bars are permitted for the front and rear uprights. A front engine hoop, with bars to protect the radiator, is permitted. Fuel cell protection, mounted frame rail to frame rail inside the trunk area no higher than the fuel cell, is mandatory. All bars, with the exception of the aforementioned bumpers and rub rails, must remain inside the body of the car. The roll cage may not reinforce the body or frame or alter the geometry of the car. All bars must be professionally welded all the way around at every joint. Any vehicles with welds deemed to be unsafe will not be permitted onto the track for practice or racing until the situation is corrected to the satisfaction of the Race Director. All vehicles WITH frames must have the cage welded directly to the frame and not the floor boards. All unibody vehicles WITHOUT frames must use the "sandwich" method when securing the cage into the vehicle. The bottom of each upright must be welded to a 6" x 6" x .250" thick steel plate and, using a minimum of four (4) .500" inch bolts and lock nuts, bolted through the floorboard to another 6" x 6" x .250" thick steel plate on the underside of the car. Driver's helmeted-head must not protrude outside of roll cage.

The following additional bars are mandatory: 1) A vent window bar between the A-pillar roll cage leg post and the uppermost top door bar on each side of the car. Location must be no further forward than 50% of the distance from the A-pillar/top hoop joint and the dash bar; 2) A centerline windshield bar that runs from the top hoop to the dash bar; 3) A centerline roof bar that runs front to back across the middle of the top hoop; and 4) A diagonal bar running from the top left corner of the rear hoop to the lower horizontal bar at the bottom right corner of the rear hoop. All critical roll cage joints should be gusseted.

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### ROLL CAGE



**SAFETY:** All entrants must wear an aftermarket fire-retardant NOMEX or equivalent racing suit, gloves and shoes at all times. Equipment must be labeled flame resistant or carry the SFI-certification patch. All entrants must wear a proper-fitting SNELL SA-95, SNELL SA-2000 OR SNELL SA-2005 approved racing helmet and neck collar at all times. All entrants must wear protective eye goggles or use a helmet face shield at all times. The use of NOMEX socks and underwear is strongly recommended. The use of an SFI-certified head and neck restraint system is strongly recommended.

**SEAT:** Seat must be an aftermarket aluminum high-back racing seat, properly and securely mounted per the manufacturer's directions. No unauthorized modifications to seat allowed. Airbags must be removed. Burned, faded, tattered and/or worn belts must be replaced.

**SUSPENSION:** Must remain stock for make and model. Springs may not be altered in any way. All springs must be the same diameter, height and wire size. No spring may be movable when car is jacked up. No spring stops may be added. No altering of spring mounts or perches. Suspension may not be limited or tied-up or tied-down in any way.

**TIRES:** Goodyear D2665 left or right, D2564 left, track tires only. Tires must remain stock as delivered from IS and may not be altered. No blading, no buffing, no cutting, no grinding, no sipes, no soaking, etc. Strictly enforced. Inner tubes are permitted. A tire and/or wheel violation will result in the seizure of tires and wheels, forfeiture of all points, prize money and a one-year suspension from competition at Irwindale Speedway.

**TRANSPONDER:** All cars may be required to be equipped with an electronic scoring transponder.

**WEIGHT RULE:** The Race Director and/or Officials may elect to mandate a minimum weight rule for each car, based on the engine's cubic inch displacement, solely at their discretion. The Race Director and/or Officials may require select cars to carry additional lead weight solely at their discretion. Cars will be weighed with the driver aboard.

**WHEELS:** The use of 7" x 15" steel racing wheels is mandatory. One (1) inch lugs and 5/8" studs required. No beadlocks.

**TOW HOOKS:** A tow chain or hook, painted neon orange, must be welded to the frame behind both the front and rear bumpers.