

CRASH TO PASS 2021

1. GENERAL

- 1.1. Saratoga Speedway intends to support and grow our Crash to Pass class. We encourage good sportsmanship and safety and we develop procedures designed to maintain a diverse and equal line-up. Suggestions are welcome and we encourage CTP drivers and crews to maintain a positive perspective, have fun, stay safe and promote their/our sport.
- 1.2. Only North American full-framed passenger cars and station wagons are approved.
- 1.3. Wheelbase minimum 108".
- 1.4. Camaros are not approved.
- 1.5. Minimum ground clearance is 4" with driver seated.

2. SAFETY

- 2.1. Car must be void of loose objects throughout.
- 2.2. All combustible materials must be removed from interior.
- 2.3. Drivers must wear full-face Snell 2010 or newer helmet and neck guard. Head restraint device ("Hans" or equivalent) highly recommended.
- 2.4. Drivers must wear fire-resistant full-body or two-piece suit and gloves; SFI 3.2 A/5 rating and driving shoes recommended.
- 2.5. All cars must have approved safety netting in the driver's window. Window nets must release downward from the inside of the top of the driver's door with a spring or metal seat belt clip mounted inside the car. Minimum 3/8" steel round stock and hose clamps top and bottom. Trunk torsion rods are suggested.
- 2.6. A properly mounted minimum 3" lap belt, 3" shoulder belts, five-point racing harness will be worn at all times when on the track. Anti-submarine strap is not optional.
- 2.7. Seat belts must retain manufacturer's date tag un-altered and be less than 5 years old. Belts between 5-10 years old to be inspected

for excessive wear and cuts and be passed by Safety/Tech directors. Belts older than 10 years are not approved.

- 2.8. One manufactured high-backed aluminium racing seat only. Must be securely bolted using minimum grade-5 hardware.
 - 2.9. Driver's door must be padded with non-combustible material if roll cage not used.
 - 2.10. All bars that driver can contact while seated must be padded.
 - 2.11. Emergency shut-off switch must be located within reach of driver and emergency personnel from driver's window.
3. **CONSTRUCTION**
- 3.1. All glass, plastic, ornaments, horns, trim, lights to be removed.
 - 3.2. Car must be void of loose objects throughout.
 - 3.3. Approved windshield configurations
 - Stock un-modified windshield.
 - Centre windshield bar minimum 1/8" thick and 2" wide firmly attached on top and bottom.
 - Lexan: 3/16 inch minimum.
 - Expanded metal hot-rolled steel only (no aluminium), 12-gauge minimum, 1" hole size maximum.
 - Wire mesh: 12-gauge minimum, 1" hole size maximum.
 - Constructed windshield must extend from driver's post to past centre post of windshield and span deck to roof.
 - Constructed windshield must be attached to body at top bottom and both sides so as to prevent easy detachment (Tech Director or Safety Director has last say).
 - If using Lexan or OEM windshield, functioning wiper is recommended.
 - 3.4. Door Bars
 - Constructed with 1/4" minimum channel iron, box-steel, or I-beam; no angle iron.
 - Driver door 8" minimum.
 - Passenger door 6" minimum.
 - Minimum door bar length 5'; may be cut to span front and back wheel wells and protrude at least 6" past door posts.
 - All corners must be bevelled and all sharp edges filed dull.

- Bars must be located on exterior of body and level to ground.
- Bars must have minimum of 4-attachment points using minimum 5/8" hardware with suitable sized washers and protrude through both outer door or fender skin and inner structures strategically so as to afford maximum strength and reliability. Tech/Safety Directors will have final say on attachment points.
- Cars experiencing loss of door bar during competition will be removed from competition.
- Additional structure may be required for safety at Tech/Safety director's discretion.

3.5. Sheet Metal

- Removal of sheet metal from interior of passenger compartment, except as needed for installation of bars, is not approved.
- Front fender wells, inner hood and trunk skins may be removed.
- Door hinges may not be removed unless you are running a full-cage.
- Rusted floorboards must be patched with equivalent gauge sheet metal.
- All unnecessary holes in the firewall and floor must be patched with suitable sheet metal.
- A sheet metal firewall must completely seal the trunk (fuel cell compartment) from the interior of the car.
- All unnecessary holes in firewall to be sealed with appropriate sheet metal.

3.6. Body

- All combustible materials removed.
- Trunk lid must be securely chained or bolted closed with a maximum of four 1" ready rods using no gussets or back bracing.
- Trunk must not be welded.
- Trunk must provide fuel-cell inspection access via an inspection hole or opening trunk arrangement.
- Hood must be secured with maximum 4-hood pins 1" minimum (ready rod recommended) with washers 4"x6" maximum. Back bracing and Gussets not approved.
- Fire-access hole measuring minimum of 7"x10" is mandatory above each valve cover.
- Hood Skins may be bolted together using 3/8" hardware with appropriate washers.
- Wheel well skins may be bolted together using 3/8" hardware with appropriate sized washers cut flush to the nut.
- One-quarter panel replacement skin may be used over damaged original (must be approved by Tech Director).

- If not using full roll cage, both door hinges must remain intact and attached.
- A 4" drain hole is required in the lowest possible part of trunk floor
- Damaged or rusted floorboards must be repaired with sheet metal at least the same thickness as original.
- Bumpers must have chain securely welded or bolted to each frame horn and each bumper.
- Bumper shocks may be welded.
- Bumpers can be pinned with maximum 1" ready rod leaving no pin protruding beyond bumper or reaching further than 4" from frame horn flange.
- Trailer hitch and mounts must be removed.
- An expanded metal or wire-mesh can be installed in front of the rad; must not extend past frame horns.
- Angle iron rad support with back-braces is approved but must not extend more than 1" from fenders.
- Body mounts can be removed and replaced with minimum 1/2" attaching hardware; subject to tech inspection for security.

3.7. Cage (4-point minimum; approved full stock-car race-cage recommended).

- All cages will be approved by Safety/Tech Director.
- Properly designed full race cage constructed with minimum 0.095; 1.75" OD steel tubes may be approved.
- All welds are to be "effective" (not broken or porous or excessive globs or otherwise damaged) as per Tech/Safety Director inspection.
- Any cage tube that is in immediate proximity to driver will be appropriately padded.
- All tube mounts must utilize welded 6" square by 3/16" (minimum) flange mounting system with at least three 1/2" mount hardware.
- All "joined" tubes to be welded.
- All "basic cage" construction (non-full race cage) tubes minimum 2" OD x 1/8" wall except Driver's upright to be minimum 3" OD x 1/8" wall.
- Two uprights, flanged and connected bottom and top; the Heavy upright (3" OD) to be directly behind Driver seat; the other in passenger seat area and interconnected by welded and level-mounted cross-tube no more than 6" from roof.
- Back-brace tube to be welded on each upright (located maximum 6" from roof) spanning distance from upright to rear compartment floor (welded or flanged to back-frame forward of kick-ups or flanged to floorboards at base of rear firewall).

- All tubes to have ½” inspection hole located to provide inspection access. Holes can be temporarily taped or plugged for weather proofing.
- A mandatory flange-mounted cross-brace is to be located behind the uprights and spanning the distance between, and mounted through all body panels to both door bars. An appropriate custom-sized flange to fit installation can be utilized as approved by Safety/ Tech Director.
- A mandatory dash bar is to be installed from door post to door post, above steering column, flange-mounted with steering column chained securely.

3.8. Fuel system: Race-fuel and aviation-gas approved.

- Stock fuel tank to be removed.
- Metal boat tank or racing fuel cell only.
- Fuel cell/tank to be firmly mounted under rear window ledge behind firewall with 2”x1/8” steel bands located through any handles (depending on cell) and isolated from mounting hardware with rubber in such a fashion that the cell cannot move.
- Fuel cell/tank must be located on all sides by an angle iron base attached to the trunk floor that does not reinforce any other component.
- Boat fuel tank fittings must extend from top.
- Mechanical fuel pump only.
- Any fuel line passing through interior must be double-lined (using rubber hose or solid tube) throughout interior compartment.

3.9. Drive Train

- Any engine; subject to safety inspection.
- No nitrous systems.
- Any transmission.
- Any rear end.
- Driveshaft hoop mandatory; approximately 12” back from front of shaft.
- External under-slung exhaust must extend 24” past driver seat.
- Through the hood exhaust is approved; must be angled away from driver.
- Sound restriction is 95 Db @100 feet.
- No synthetic fluids.
- No plastic oil pressure sensor-supply lines.
- Any radiator; mounted in stock location.
- Fans must be effectively shrouded.
- Expansion tanks approved; subject to safety inspection.
- No anti-freeze.

- Mechanical fuel pump only.
- Transmission coolers must be securely mounted to firewall; fluid lines double-clamped and securely attached with mounting hardware where indicated.

3.10. Suspension

- Do not change or alter springs; replace with OEM only.
- OEM or equivalent shocks mounted in stock un-altered location.
- Any sway bar may be bolted or chained to A-arms.
- Tie rods may be reinforced.

3.11. Tires and Wheels

- 18" maximum diameter.
- 7" maximum width.
- Lug nuts 1" minimum and studs are subject to safety inspection.
- Home-fab, uni-lug or re-drilled wheels not approved.
- No racing tires; DOT domestic only.
- Max 245 bias or radial ply.
- Minimum (softest) tire tread wear 400.
- No "R" rated tires.
- Use of tire softening compounds or chemicals strictly forbidden (degrades safety).

3.12. General

- Battery must be located between the frame rails in the passenger compartment securely mounted to the floor in an approved metal or marine box.
- Car paint scheme is open; be creative.
- Roof sign must feature block-letter numbers of a contrasting colour minimum 14" high, 2" thick, 7" wide on both sides and must be clearly readable from the tower and flag stand.
- Smashers and Crashers are subject to severe duty and Tech/Safety Directors as well as Race Directors will monitor the condition of competing cars throughout the competition and throughout the season. At any time if Track Officials deem that the car is unsafe to compete until repairs (if possible) are carried out; it will be removed from competition. Decisions are final.