



CLASS AND TITLE SPONSORS:



## CRASH TO PASS RULES

March 2024

### 1.0 DISCLAIMER

- 1.1 Some rules apply to all classes. Some items do not apply to all classes. Read carefully.
- 1.2 These rules are based on the Westshore Speedway Rulebook January 2022.
- 1.3 These rules are developed in conjunction with the "General Rule Book" and are meant to govern operational and competition activities of Saratoga Speedway. At times rules from one may refer to rules from the other thus both rulebooks support each other and must be adhered to.
- 1.4 The rules and regulations set forth herein are designated to provide for the orderly conduct of racing events and to establish acceptable requirements for such events, and to provide racers and spectators a safe, competitive, and exciting show.
- 1.5 These rules shall govern the condition of all events and by participation in these events, all participants are deemed to have read and understood these rules.
- 1.6 No expressed or implied warrant 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 participant spectator.
- 1.7 The track owners and general managers may permit deviations from or modifications to any of the specifications herein or impose any further restrictions at their sole discretion.

- 1.8 No expressed or implied warranty of safety shall result from such alteration of specifications or rules.
- 1.9 Any interpretation of deviation of these rules is left to the discretion of the race director and general manager. Their decision is final without appeal.
- 1.10 If there is a disagreement or dispute regarding the meaning or application of the Saratoga Speedway (SS) Rules, the interpretation and application by the track owners, general manager and the appropriate SS official at the track shall prevail.
- 1.11 All competitors and officials expressly agree that determinations by SS officials as to the applicability and interpretation of the SS rules are non-litigable and they covenant that they will not initiate or maintain litigation of any kind against SS or anyone acting on behalf of SS, to reverse or modify such determinations or to recover damages or to seek any other kind of relief allegedly incurred.
- 1.12 If a member competitor or official initiates or maintains litigation in violation of this covenant, that member competitor agrees to reimburse Saratoga Speedway Ltd for the costs of such litigation, including attorneys' fees.
- 1.13 The Saratoga Speedway Ltd. Officials may make special rules for an event due to extraordinary conditions. Such special rules shall apply to the conduct of that event if they are published or announced prior to the commencement of the event by means of a bulletin, newsletter, telephone, fax, or pre-race meeting at the sole discretion of General Managers or track Owners. Saratoga Speedway Ltd who may also amend current rules as deemed necessary.
- 1.14 SS assumes no responsibility for damage or loss of your equipment, vehicle, or any parts by any means whatsoever.
- 1.15 Minor drivers (under 19 years of age) and their parents are responsible to read and understand the rules and regulations set forth in this rulebook.
- 1.16 **COMPETITOR OBLIGATION:** Every driver must inspect the racing surface and the racetrack area to learn of any defects, obstructions, or anything which, in the driver's opinion, is unsafe and the driver shall report in writing to a track official.

- Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory.
  - If the driver does not feel that conditions are satisfactory, then the driver should not race.
  - The driver further acknowledges that he is aware that auto racing involves risks and that by competing in that event the driver assumes these risks with full awareness and knowledge.
- 1.17 All rules are subject to the interpretation of the officials; any equipment that officials consider exotic or not in the intent of the rules will be considered illegal for competition.
- 1.18 In the interest of competitive fairness these rules may be adjusted to create a competitive balance.
- 1.19 The track management has authorized the technical directors to decide if a modification or equipment change is an attempt to circumvent these rules. The technical director may disqualify a race car that they feel is in violation of the spirit or intent of these rules.
- 1.20 If the rulebook does not specifically state that you can alter, modify, or replace something on your car you should consider it a violation to do so without first consulting the tech director.
- 1.21 No part is deemed to have been approved by having passed through previous inspections; approved modifications will be recorded for reference.

## 2.0 **GENERAL**

- 2.1 All drivers are required to have a functioning RaceCeiver radio with functioning earplugs or headphones when they enter the track surface for racing or practice (during race events) or they will be dis-allowed onto the track.
- 2.2 The driver of each car represents to officials and all others that his car has satisfied all applicable rules including but not limited to safety rules whenever such driver participates in any warm-up, practice, or competitive laps.
- 2.3 Passengers are not normally permitted and may only be authorised by general managers or owners on a case-by-case basis.

- 2.4 Stereos, radios, personal listening devices, or any other device that emits sound or might in any way distract a driver are a safety hazard. These devices are not authorized while on the racing surface and may be confiscated by track officials upon discovery. Second infraction will result in loss of championship points for that race and may result in a 1-race suspension.
- 2.5 Any prohibited or illegal part found might become property of Saratoga Speedway at the discretion of the tech director or general managers.
- 2.6 Driver's meeting is mandatory; all drivers must attend. Any driver who misses the driver's meeting will start at the back of their respective race.
- 2.7 All cars must have transponder securely mounted.
- Must have an un-obstructed view of the track surface.
  - Must be located on the right-rear frame or sub-frame 12 inches behind the rear axle centre line.
  - Contact tech director for information or variance.
- 2.8 Saratoga Speedway officials will decide on all construction rules;
- Official decisions will be final and binding.
  - The burden of proof regarding any concerns will be the sole responsibility of the driver/builder.
  - It is recommended that you contact class tech director for approval prior to purchasing parts or carrying out modification.
- 2.9 Out of sequence safety/technical laps can be requested to confirm car operation; request can be made to pit boss or assistant and must be approved by race director.
- 2.10 Safety inspections will be regularly held during pre-season practices or by request prior to the day before the first race of the season. All cars will be safety checked prior to first race of the season and then be subject to spot-check at the discretion of track officials.
- 2.11 Any car unable to maintain a competitive pace and is, at the opinion of officials, creating a safety hazard will be removed from competition.

- 2.12 Any car repeatedly unable to start may be removed from competition at the discretion of the officials.
- 2.13 Any car that does not make race staging when directed to do so by an official may be directed to line up at the back or other position at the discretion of the pit boss or race director.
- 2.14 Rules may be subject to change or updating at any time to ensure a safe and fair level of competition.

### 3.0 **PROTESTS**

- 3.1 The General Rules Book Paragraphs 16 and 17 shall govern all protests and appeals.
- 3.2 Crash To Pass protest fees (ref: General Rules Book paragraph 16.4) are as follows:
  - \$300.00 to accompany each official running gear protest.
  - \$150.00 to accompany any non-running gear protest.

### 4.0 **ELIGIBILITY**

- 4.1 Drivers in this highly dynamic class must be 16 years of age before the first official race of the season, and must be approved by the track.
- 4.2 All drivers and crewmembers under 19 YO must present an official minor's release/waiver properly completed and signed before entering the pit or racing surface. Digital forms are available online for completion and paper forms can be obtained at the speedway office and the back gate.
- 4.3 Rookies must display a yellow FRONT and REAR bumper for their rookie season.
- 4.4 All drivers must register their car and team before entering the pits in 2022. All drivers must be registered members of Saratoga Speedway in good standing in order to compete and to collect championship points or any awards.
- 4.5 Driver substitutions may be authorized by track owners, general managers or race director only. Only registered substitute driver must drive that car. Unapproved driver substitutions will result in loss of all points and forfeiture of cash prizes for that night.

**5.0 CRASH TO PASS TRACK RULES (see paragraph 10: “RULES OF ENGAGEMENT” in the General Rule book)**

- 5.1 It is the responsibility of each race team to have access to a current set of rules for the division that they are participating in.
- 5.2 It is the responsibility of each driver, pit member, owner, or sponsor who enters the pits to have read and to abide by the Saratoga Speedway General Rules.
- 5.3 The list of officials and description of duties and authorities are listed in the “General Rules” Paragraph 10 “Rules Of Engagement”.
- 5.4 Officials will establish the race event procedures, starting positions, length, frequency and administration of all events and programs. When their decision is rendered, that decision will be final and binding. The race may be shortened due to time allotted or weather and once a feature race has passed the halfway point, it will be considered as an official race.
- 5.5 The class tech director may from time to time request the removal of a part or tear down for tech inspection. Refusal to comply with such requests will result in the part in question to be deemed illegal and until it is inspected and deemed legal by tech director; the car in question will not be allowed on the track or to enter in competition until cleared to do so by the appropriate official.
- 5.6 With the exception of “Protests” (Paragraph 17 General Rules book), all complaints, disputes, or problems will be directed to either of the Pit Boss, Tech Director, or Race Director at the completion of that race or completion of the nights racing events. Complaints are not to be made to the scorers, starter (flag man) or announcers. Any driver, car owner, crew member or family member who goes to the scoring tower or flag tower at any time to dispute a call may result in removal from Saratoga Speedway and/or penalties assessed to the driver of the car they are associated with.
- 5.7 Any driver stopping on the racing surface to argue with an official, regarding an official’s decision, will be automatically disqualified from the event and or suspended; their car removed from the racing surface.
- 5.8 Only 1-way track-mandatory “Receceiver” communications systems between race director and race drivers are authorized for use. Use of any unauthorised communication devices are NOT allowed and

will be subject to confiscation by track officials and driver will be subject to penalties.

5.9 End of the year tie breaker procedures:

- Most first place A-Main wins; if still tied after wins the tiebreaker will continue as follows until tie is broken:
- Most A-Main second place finishes; most third place A-Main finishes; most top five finishes (all events); and highest win percentage in all events.

5.10 ROOKIE OF THE YEAR: If you run more than five (5) races in Crash To Pass in any previous season, you are not eligible to compete for Rookie of The Year.

5.11 Flag Rules: see Saratoga Speedway general Rules paragraph 20: "FLAGS"

6.0 **FLAGS (see Saratoga Speedway General Rules paragraph 20 for reference).**

7.0 **CRASH TO PASS COMPETITION PROCEDURE (see paragraph 10: "RULES OF ENGAGEMENT" in the General Rule Book for reference)**

- 7.1 Saratoga Speedway reserves the right to modify, omit, add, or otherwise make changes to all competition procedures at any time, and at the sole discretion of track owners and general managers in the interest of operations and fair competition.
- 7.2 Time trials will be performed at all Saratoga Speedway events unless otherwise indicated by the officials. Qualifying will consist of group qualifying or two continuous qualifying laps.
- 7.3 Heat Races will normally be eight (8) laps unless otherwise indicated by the officials. All heat races will be fully inverted with even numbered qualifiers in one and odd qualifiers in the other.
- 7.4 Officials will determine how many cars will start the Mains. All Main events will be inverted. The invert will be decided by the officials.
- 7.5 The officials will indicate the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting and the line ups will be displayed on the information monitor located on the "Pit Stop" concession north wall by the tech pads.

- 7.6 Line ups will be staged by the Pit Boss and her assistants who will indicate to drivers that staging will take place (normally) at the infield on the corner-3 pit entrance, but possibly at the front stretch pit exit, or directly on the front stretch as required by the officials.
- 7.7 In the event of a car dropping out of the staged line up for mechanical reasons, the row will move straight forward.
- 7.8 Cars must contact the car they are passing **except for the first lap of any start or re-start when drivers will not make passing contact until reaching the pit entrance off corner #2**. On laps after a start, and on start laps after reaching the pit entrance off corner #2, failure to make passing contact will result in the passing car being recorded a lap down unless the position is returned to the passed car. Cars failing to give the position back when directed will be black-flagged.
- 7.9 Drivers may not make passing contact with another car if that car is making contact with the car in front of it, in order to avoid being the “third-man-in” and possibly causing catastrophic damage or potential safety hazard to the middle or first car. It remains up to the officials to determine if a driver is aggressively a “third-man-in” and to make the determination to cause the third car to receive a black flag or other penalty.
- 7.10 If a car loses rear bumper from its mounted position, it will be black-flagged mechanical. The car must be inspected by official to ascertain fuel cell location. If fuel cell is in front of rear axle and the dis-mounted bumper is not considered a hazard, car may re-enter track and resume competition. If cell is in front of axle and the dis-mounted bumper is considered a hazard, it may resume competition after bumper is completely removed. If cell is located on or behind rear axle, car is not permitted to resume competition without functioning rear bumper for protection.
- 7.11 Every effort must be made by a passing driver not to make contact on the right rear of the car they are attempting to pass as this may result in the passed car being stuffed into the wall. Drivers who cause a car to get stuffed into the wall by purposefully and aggressively making significant contact on the right rear may be black-flagged or parked or be subject to further penalty at the discretion of the officials.

## 8.0 PERSONAL SAFETY



- 8.1 Drivers must at all times utilize approved equipment in accordance with the Saratoga Speedway General Rules paragraph 7.
- 8.2 All racers must have a charged 1.87 lb. (minimum) ABC Fire extinguisher available in the pit.

#### 9.0 **CRASH TO PASS GENERAL CONSTRUCTION RULES**

- 9.1 Any full-framed passenger car or station wagon are permitted. Trucks may be approved with special modifications for safety on case-by-case basis; contact the tech director to inquire.
- 9.2 Wheelbase minimum 108".
- 9.3 Camaros are not approved.
- 9.4 Minimum ground clearance is 4" with driver seated.
- 9.5 Mirrors in any configuration must be positioned inside the car; firmly mounted in a position that will not contact driver in a hard hit.
- 9.6 A 9" x 1" (minimum) PVC or equivalent tube with closed ends (one end removable) for the placement of tech sheets must be attached to roll gage tubing (suggest zip-tied on either back-brace).

#### 10.0 **SAFETY**

- 10.1 Car must be stripped of all extraneous glass, plastic, ornaments, chrome trim, light lenses, bulbs and casements, and always be void of loose objects throughout.
- 10.2 All combustible materials must be removed from interior.
- 10.3 Drivers must wear full-face Snell 2015 or newer helmet and neck guard. Head restraint devise ("Hans" or equivalent) highly recommended.
- 10.4 Drivers must wear fire-resistant full-body or two-piece suit and gloves; SFI 3.2 A/5 rating and driving shoes recommended.
- 10.5 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.

- 10.6 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.
- 10.7 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.
- 10.8 One manufactured high-backed aluminium racing seat only. Must be securely bolted using minimum grade-5 hardware.
- 10.9 Driver's door must be padded with non-combustible material if roll cage not used.
- 10.10 All bars that driver can contact while seated must be padded with non-combustible or flame-resistant material.
- 10.11 Steering wheel pad is mandatory.
- 10.12 Emergency shut-off switch must be well marked with hi-vis and/or high-contrast colours and be located within reach of driver, emergency personnel from driver's window. It is recommended to install shut-off switch in a central location reachable from either front-row window.

## 11.0 **CONSTRUCTION**

### 11.1 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 (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 completely span deck to roof.
- Constructed windshield must be firmly 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.

### 11.2 Door Bars:

- Constructed with 1/4" minimum channel iron, box-steel, or I-beam; no angle iron.
- Driver door bar must be 8" minimum.
- Passenger door must be 6" minimum.
- Door bar length 5'; may be cut to span from front to back wheel wells but not extend into or over the wheel wells, and must 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.

#### 11.3 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.
- 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 or OEM 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.

#### 11.4 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.

11.5 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.

#### 11.6 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 plumbing fittings must extend from top.
- Fuel cell/tank must be vented with tech approved rollover valve or triple spiral pigtail installed.
- **Fuel cells may be placed forward of the rear axel within the driver's compartment.** Must be securely fastened and properly vented as above description. Must be protected by an appropriate metal containment box. Must have appropriate drainage holes in the floor-pan located within the containment box. All clamped hoses must be double clamped. All hoses must be double-wall or steel-braided.
- If using electrical fuel pump, car number must include the letter "E" prominently displayed. Pump must be energized through the kill switch so as to be de-energized when the switch is turned off. See tech Director for clarification.

- Any fuel line passing through interior must be double lined (using rubber hose or solid tube) throughout interior compartment.

#### 11.7 Drive Train:

- Any gas engine; subject to safety inspection.
- Diesel engines not authorized.
- No nitrous systems.
- Any transmission.
- Any rear end.
- Driveshaft hoop mandatory; approximately 12" back from front input quill.
- External under-slung exhaust must extend 24" past driver seat. May side-dump provided exhaust system meets sound restriction maximum limit.
- Through the hood exhaust is not permitted.
- Mufflers are mandatory: sound restriction is 95 Db @100 feet at any point on the track.
- 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 or electrical fuel pumps.
- Transmission coolers must be securely mounted to firewall; fluid lines double-clamped and securely attached with mounting hardware where indicated.

#### 11.8 Suspension:

- Jacking bolts are permitted.
- Any springs.
- Any shocks mounted in stock un-altered location.
- Any sway bar may be bolted or chained to A-arms.
- Tie rods may be reinforced.

#### 11.9 Car must have operating brakes on all four corners.

#### 11.10 Cars equipped with power steering box must have operating power steering at all times.

#### 11.11 Tires and Wheels:

- Any diameter wheel.

- Maximum width: 8”.
- Lug nuts 1” minimum and studs are subject to safety inspection.
- Home-fab, uni-lug or re-drilled wheels not approved.
- Any DOT non race or “R” rated tire of appropriate size.
- Use of tire softening compounds or chemicals strictly forbidden (degrades safety).

#### 11.12 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 be firmly mounted, and 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.