

2010 Western Speedway Mini-Van Double-Cross Rules

The minivan double cross is an automobile race performed in minivans where the vans go along the front stretch of Western Speedway near the infield wall, pass a tire, then loop around a second tire and come out on the bleachers side of the front stretch (first cross.). They then race back down the front stretch past another tire, then they loop around another tire (second cross) coming out on the infield side of the front stretch. That's four tires and a double-cross. There is no intentional hitting allowed but the traffic jams, at the cross-overs, should provide plenty of "Action".

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.

These rules and/or regulations 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, official or others.

The Race Director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion, do not alter the minimum acceptable requirements.

No expressed or implied warranty of safety shall result from such alterations or specification.

Any interpretation of or deviation from these rules is left to the discretion of the officials. Their decision is final.

Driver Eligibility

Any person 16 years of age or older with a valid drivers license may participate. Any person under 18 years of age must have a notarized release signed by a parent or legal guardian; Minor release forms are available from the Western Speedway office or back gate. Western Speedway management reserves the right to make exceptions to eligibility on a "Case by case" basis.

Anyone who is under a doctors care, is receiving Workers compensation or is drawing sick benefits from any source must make their condition known and a decision will be made by the track management as to that persons eligibility to drive.

Mini-Van Double-Cross Rules

Point to ponder.... These are the cars we race.... NOT race cars.

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Eligible Vehicles

Any make or model minivans are allowed. Engines will be four or six cylinders. Unibody construction, no full frames. All 4 wheels must have working brakes.

1. PERSONAL PROTECTION:

(A) All Drivers must wear a Snell 95 or newer helmet (Snell 2000 is recommended).

Goggles or a face shield must be worn. Neck braces are recommended. Belts cannot be older than 10 years and must have SFI tag on them, so we can tell what year they were made. If no tag, they will be considered too old and must be replaced.

(B) All Drivers must wear Proban or Nomex coveralls or a driving suit in good repair.

(C) A properly mounted minimum 3" lap belt, 3" shoulder belts, five-point racing harness will be worn by drivers at all times when on the track. Anti-submarine strap is not optional.

(D) All vans 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.

(E) All vans must have a charged 1.87 lb (minimum) ABC fire extinguisher accessible in their pit area.

2. ALL combustible material, glass, plastic, ornaments, chrome trim, lights, bulbs, etc, must be removed except for the windshield and driver's inner door panel. If door panel is removed the door must be padded. Stock dash may remain intact. Stock bumpers may stay intact but you will be required to assist cleaning up the styrafoam mess after the race.

3. Vans must be clear of loose objects such as broken glass, plastic debris, loose bolts and screws, etc.

4. No removal of sheet metal from interior of passenger compartment, except as needed for installation of bars. Door hinges may not 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.

5. Hood and doors.

(A) Must be bolted or chained safely shut. It is strongly recommended to weld all doors shut.

(B) Hood may be secured with up to 4 hood pins up to 1 inch maximum diameter. Ready rod suggested. Front pins may extend through the rad support. All four pins may be attached to the frame but no gussets or back bracing is permitted. Maximum hood

washer size is 6 by 6 inches.

- (C) Inner and outer hood skins may be bolted together with up to eight 3/8" bolts and equivalent washers.
- (D) 2 holes (Minimum 7" x 10".) are required in the hood (Above valve covers) large enough for a fire extinguisher nozzle.
- (E) Wheel wells may be bolted together with maximum five 3/8" bolts and equivalent washers cut flush to the nut.
- (F) 1 replacement fender or quarter panel (or equivalent sheet metal) may be added over top of the original damaged panel.
- (G) Back door may be secured with bolts or may be welded shut. Rear door may be removed entirely if an upright is bolted in the approximate middle of the van within two feet of the doorway. Minimum of 2" outside diameter steel pipe, 3/16" minimum wall thickness with minimum 3/16" 6"x6" steel flanges welded to each end. A minimum of three 1/2" bolts per flange are required.

6. Front and rear bumpers on all vans must have chain, welded or bolted on both sides of the bumper mounts, and then securely welded or bolted to the bumper. Bumper shocks may be welded or bumpers may be pinned (Max 1 inch ready rod max 4 inches from frame horn) but no pinning is to extend beyond the bumper. Bumpers must be stock type car or truck bumpers. Holes may be cut in the rear floor pan and chain looped through holes and bumpers to secure them in place.

7. Driver and passenger doors must be reinforced with steel bars.

- (A) Channel iron, box steel or I beam. No angle iron.
- (B) Door bar to be minimum 8" high on drivers side.
- (C) Door bar to be minimum 6" high on passenger side.
- (D) Door bars must extend a minimum of 4" past the front of the drivers door and extend far enough back to allow it to bolt to the rear cross bar.
- (E) All sharp edges must be blunted. Door bars are to be beveled ends.

8. Door bar bolts.

A minimum of four 5/8" bolts with suitable nuts and washers are required to bolt any door bar on. These must be bolted through the entire door/fender, not just the door skin. These bolts may be used to secure the dash bar, or rear cross bar. The front bolt is to go through the front fender and the foot box. The second bolt is to go through the door near the hinges. The third bolt is to go through the rear cross bar. The fourth bolt should go through the rear cross bar and the rear door or wall. No bolts are to extend beyond the outside of the door bars.

9. Oil and transmission cooler lines.

Oil and transmission fluid coolers, if used must be mounted to the firewall inside the engine compartment.

Automatic transmission lines must be joined with suitable material and be double clamped.

Oil pressure gauge supply line must be steel, brass or copper only. Plastic lines are not permitted.

10. Radiator must be mounted in the stock location. Expansion tanks and electric fans are optional. All fans must be covered with a Tech approved shroud. Radiator and/or fans may be removed all together. An expanded metal or wire mesh screen may be installed in front of the radiator. Screen may not extend beyond the frame horns. 2" x 2" x 1/4" angle iron may be installed along the top of the rad support. 2" x 2" x 1/4" angle iron or pipe back braces may be mounted from the rad support to the firewall or strut towers. Back braces must have plate steel or angle iron welded to the braces to prevent braces from puncturing the firewall.

11. Engine, transmission and engine compartment must be cleaned.

12. Seat must be a high bucket without removable headrest or a tech approved racing seat. It must be securely bolted to the floor and fastened to the driver's upright.

13. Roll cage.

(A) Minimum four-point cage is mandatory. All welds must be proper and cages must be approved by Head Tech. All cage bolts will be a minimum 1/2" bolts with suitable nuts and washers. Drivers side upright to be minimum 3" x 3/16". All other cage pipes will be a minimum of 2" outside diameter steel pipe, 3/16" minimum wall thickness. All pipes that are joined will be welded. The cross bar may be sleeved with a minimum 6" long 3/16" wall thickness 2" inside diameter pipe and two 1/2" bolts.

(B) Must have two uprights welded together with one cross pipe. One upright will be directly behind the driver's seat and the other upright will be in the passenger seat area. The cross pipe needs to be level and a maximum of 4" from the roof. Uprights must be flanged and bolted to the floor and the roof with a minimum 6" x 6" x 3/16" steel plate. A minimum of 2 bolts per flange with suitable nuts and washers is required top and bottom of uprights.

(C) Both uprights must be back braced by steel pipe, bolted to the rear floorboards. Minimum two 1/2" bolts per flange with suitable nuts and washers.

(D) A cross brace must be installed from the driver's side to the passenger's side behind the driver's upright.

This cross brace must be flanged and bolted through both door bars. Minimum two 5/8" bolts with suitable nuts and washers on each flange.

(E) If the stock dash is removed a dash bar must be installed from the driver's doorpost to the passenger's doorpost, above the steering column. This dash bar must be flanged and bolted on both ends with a minimum ½" bolts with suitable nuts and washers. The steering column must be chained securely to the dash bar.

(F) A Stock car cage may be used, subject to Tech pre-approval as to the material thickness and the method of mounting.

(G) Anywhere that may contact the driver or passenger must be adequately padded.

14. Windshields.

(A) Stock windshield in good repair is preferred. Lexan replacement or maximum 1" expanded metal or 1" wire mesh replacement allowed.

Securely mounted replacement must extend from the driver's side window upright post, past the center of the windshield opening. No open faced helmets permitted if using replacement windshields.

(B) A minimum 1/8" x 2" steel bar must be bolted vertically in the center of the outside of the windshield.

15. Gas tank.

(A) Most stock tanks mounted ahead of the rear axle are permitted.

(B) Other tanks must be replaced with an approved fuel cell or a metal boat tank.

(C) Gas tanks relocated to the vans interior must be mounted with a minimum 1/8" x 2" band of iron placed through the handle across the top. Rubber must be placed between the strap and the tank. All fittings must extend from the top of the metal boat tank. Metal box recommended for boat tank. Tanks must not move. An angle iron base frame is mandatory and must not reinforce any other part of the van. This assembly is to be covered with a sheet metal splash guard. A minimum 4" drain hole is required in the lowest part of the floor. The tank must be a minimum of 36" from the rear of the van.

(D) Fuel lines inside the van must run continuously inside a garden hose, or hose of similar protection for the whole length of the interior.

(E) Any van with an electric fuel pump will have a capital "E" beside their number on the roof sign. A battery shut off switch must be mounted to the driver's side upright and be readily accessible to the safety crew, in the event an emergency shut off is required.

16. Rear wheel drive vans may change rear ends between corporations. Locked rear ends are allowed.

17. Batteries must be securely mounted in a metal or wood battery box (recommended) or a marine battery box in good repair, with sufficient padding inside and bolted solid with 4- 1/2" bolts inside the van within the frame rails. The battery box must be securely fastened to the floor.

18. A carburetor/ Fuel Injection air cleaner or suitable flame arrester is required, but this may not extend through the hood. No high riser adapters or wooden adapters allowed.

19. Tires / Wheels.

No Fork lift tires, studded tires, retread tires or racing tires permitted. No home fabricated or redrilled wheels and no unilug rims permitted. Other than that you may use any rims with DOT street tires that you can fit into your wheel wells. All wheel studs, lug nuts and stud seats are to be in good condition.

20. Sub frames may not be reinforced. Equivalent gauge steel may be used to repair broken sub frames.

21. Drive shaft hoops on rear wheel drive vans are mandatory. Hoops MUST be located approximately 12" back from the front end of the drive shaft. Hoop helps prevent a broken drive shaft from digging into the track.

22. Suspension.

(A) Stock front springs/ struts only. Replace broken or damaged springs/ struts with original OEM or equivalent.

(B) OEM or equivalent shocks only. No air shocks. Shocks are to be mounted in stock location only.

(C) Pulverized suspensions may be "jury rigged" to make your van work. This modification is allowed only after the suspension has been damaged beyond repairing.

(D) Stock sway bars may be preloaded or heated. Sway bars may be attached to "A" arms.

(E) Tie rods may be reinforced.

23. Exhaust pipes are to extend 24" past the driver's seat if run beneath the car. Exhaust pipes extending out of the hood are to be muffled. No open headers. Mufflers or some sort of silencer mandatory.

24. Numbers:

(A) Are to be on both sides of your van and on the roof. Roof number will be underlined. You may fill in any or all of your rear windows with sheet metal to allow for larger numbers or greater advertising space for your sponsors.

(B) One, Two digit numbers only. In the event of a transponder system failure the numbers will be scored visually.

(C) Be as creative as you like but remember what was said in point (B).

(D) Numbers should be a minimum 14" high, 2" thick and 7" wide. And be of contrasting colors from the back ground paint.

25. All vehicles will be subject to a Tech and safety inspection. If your vehicle fails tech inspection any shortcomings will be explained fully allowing you an opportunity to expedite repairs. In some cases, if repairs can't be made, your van may not race.

26. No dynamiting of brakes allowed.

27. There is no intentional hitting in the "Minivan double-cross" class. There will be plenty of jostling in the traffic jams (at the cross-overs) so don't get carried away.

28. Malicious hitting will result in loss of all points and prizes and possible 2 race suspension.

29. Playing "Chicken" with on coming vans is not permitted, Stay on your own side of the track.

Mini Van Racing Points Schedule

Any car which times in will earn 10 points.

Heats will be lined up as per qualifying order (slow/fast heats).

Slow Heat will receive 15 points for 1st, 14 for 2nd, 13 for 3rd and so on.

Fast Heat will receive 20 points for 1st, 19 for 2nd, 18 for 3rd and so on.

Main will receive 50 points for 1st, 48 for 2nd, 46 for 3rd and so on.