

PENNSYLVANIA VINTAGE DIRT MODIFIEDS

2015 RULES AND TECHNICAL SPECIFICATIONS

(Car specifications, with the exception of safety, have been frozen till 2017)

OBJECTIVE: Formed as a budget conscious way to preserve the cars and style of racing of the Dirt Modifieds of the past. Cars entered for competition must be representative of Dirt Modifieds as they typically were through the 1950's, 60's, 70's and early 80's, but with up to date safety standards. Although certain specifications may vary from the cars of that era, special care should be taken to keep the authentic appearance of the original style race cars.

CARS AND ELIGIBILITY: Events are open to any Modified styled cars (no open cockpit and no full bodied) that are representative of the cars that were in competition from the early 1950's through till the mid 1980's, provided that they meet the prescribed minimum safety standards and the respective technical specifications. There will be two racing divisions – '**MODIFIED**' and '**SPORTSMAN**' divisions. Both divisions will run competitive races. The Sportsman Division will run with the Modifieds until such time that car counts dictate separation. Highest finishing Sportsman car will be recognized as Sportsman winner.

Cars participating in more than one PAVDM on-track event per season are required to be registered with the PAVDM. Non-members may participate, as "guests", in one event per season without a membership/registration, provided that their car meets the minimum standards and is acceptable as "vintage". Guest participants will be eligible to win and collect trophies, but will not accrue points.

SHOW CARS do not have to conform to 'racing' rules, but must be representative of an authentic Vintage Modified in every respect. Cars specifically built for shows and displays will not be allowed to compete, but may take part in Parades or similar.

DEFINITIONS - VINTAGE MODIFIED CONCEPT: A car with an appearance that is accurately representative of the Modified or Sportsman and similar style race cars (examples pictured below) that competed in oval track type racing events from approximately 1950 until around 1985 and utilizing any American made passenger car steel body that was available in 1979 or earlier. May be altered to suitably fit an open wheel styled chassis, but roof and quarter panels must be identifiable as original stamped steel panels. (Optional: early 1980's style sheet metal body – see technical specs).

APPEARANCE: All attempts should be made to maintain the visual authenticity of the era. Cars should be painted and sign written in such a way as to represent the era of the car. Where possible cars should be hand sign written rather than utilize vinyl transfers and wild or intricate graphic paint jobs or signage discouraged. Replica or 'tribute' paint jobs are highly encouraged. Racing numbers shall be 'numeric' and not 'roman numerals', written words (ie; ONE, ELEVEN, etc...) or similar Example bodies.....





MODIFIED DIVISION: The division of vintage cars, participating with the PAVDM, that do not meet the definition of “Sportsman” found below.

SPORTSMAN DIVISION: The division of vintage stock cars, participating with the PAVDM, that are of a “limited style” such as stock frame OR, flat-head OR, in line 6 cylinder OR, 2 barrel OHV engine.

TECHNICAL COMMITTEE: A group of PAVDM members assembled to decide on questionable rules, cars, components or procedures. A technical committee may be convened at any time.

MINIMUM SAFETY REQUIREMENTS: Required for all cars participating in on-track events.

- 1. DRIVER SAFETY - MANDATORY DRIVERS' GEAR** – Snell-2000 (or newer) approved helmet with shield or goggles, fire resistant driver's suit, racing gloves, and fire resistant shoes shall be worn at all times that cars are on track. Fire resistant underwear, neck collar and arm restraints are recommended. Hosting tracks may have more stringent safety rules to be adhered to. Compliance is up to the discretion of the track. Driver's safety is paramount! Raceivers are mandatory.
- 2. SEAT & SEATBELTS** – Properly mounted Aluminum or Steel seat of adequate strength is required. Seats must be mounted to structural members of the chassis or roll cage (no floor board installations). Racing style seats with headrests or high back mandatory for competition. Helmet restraint highly recommended. 3" wide, 5 point safety harness type seatbelts, in good condition (not more than 5yrs. old.) are required and must be properly mounted to frame or roll cage (no floor board installations). A plate of 1/8th thick steel (min) to extend from front to rear and from side to side of seat and be secured to chassis or seat frame.
- 3. ROLL BARS & PADDING** – Roll cages of sufficient size and strength are required. Minimum diameter of main cage tubing shall be 1-1/2" O.D. All joints shall be properly fitted and welded for maximum strength. Roll cage assembly must be securely fastened to the frame by welding or bolting (no floor board installations). Roll cages shall provide adequate driver protection in event of side impact (3 bars on each side are highly recommended). All roll bars, or similar item that head may come in contact with, must be adequately padded with approved high density padding. Additional padding on anything the driver's arms, legs, knees or other body parts may come in contact with is highly recommended.
- 4. FIRE WALLS** – Adequate firewalls must be in place to isolate the driver's compartment from the engine and fuel cell areas. Penetrations in firewalls should be of the minimum size and quantity necessary and sealed as best as possible. Pay special attention to clearance for throttle linkage.
- 5. FUEL TANK** – Fuel cells are mandatory. All fuel cells must be fully enclosed in sheet metal. A 1/16th inch minimum thickness steel plate is recommended under the fuel cell. All fuel cells MUST have tip-over valves, secure fitting filler caps and leak-free fittings/hoses. Fuel cells must be adequately steel strap mounted to avoid being dislodged in a crash. Outlets exiting bottom of cell to be adequately shielded from mechanical damage.
- 6. FUEL DELIVERY** - No glass bowls on pumps or filters permitted. No rubber fuel hoses permitted in cockpit, steel or braided lines are required where fuel line passes through driver's cockpit. Fuel may be Gasoline or Methanol. Fuel shut-off valve, accessible to both driver and Track Safety Crew shall be clearly labeled “off & on” and type of Fuel used. Electric fuel pumps permissible but must be wired to Technical Committee's approval.

7. THROTTLE LINKAGE – All hardware in the throttle linkage system shall be properly designed, installed and in good condition and properly lubricated. Dual throttle return springs shall be provided. Accelerator pedal “toe loop” is highly recommended.

8. COOLING SYSTEM – Drivers wishing to compete on Asphalt tracks must have radiator overflow catch can. Coolant shall be water only – no antifreeze.

9. ELECTRICAL SYSTEM – Battery must be covered and securely mounted to protect driver and fuel tank. An ignition kill switch within easy reach of driver and clearly labeled “off & on” is required.

10. TRANSMISSION, CLUTCH & DRIVE SHAFT – Any kind of Transmission allowable as long as it maintains at least one forward and one reverse gear. No drive shaft shall be exposed to driver’s compartment. Drive shaft safety loop required on front and rear of driveshaft, approx. 5” from universal joints. Drive shaft must be painted white. Unless an ‘internal clutch’ type Transmission used (Falcon, RPM, Bert, Brinn etc...) clutch bell-housings that are located within the driver’s cockpit must be explosion proof steel, or covered by a 1/8th thick steel scatter shield . 180 degree transmission tunnel of minimum 1/8th plate highly recommended over tail shaft from rear of transmission to seat.

11. BRAKES – Operable and effective brakes are mandatory at all times. Brakes shall be properly bled and adjusted to provide for adequate car control while on track. Brake bias systems allowed.

12. TIRES & WHEELS – Tires must be in good condition without excessive wear or deterioration. Wheels must be of adequate strength to sustain the loads imposed by race speed cornering. Lug studs and lug nuts must be adequate to properly mount the wheels used. Wheels may be steel or aluminum. Beadlocks highly recommended.

13. CHASSIS – The chassis must be of adequate strength to safely support the roll cage structure as well as the driveline and suspension components. Stock type chassis are permitted as well as fabricated chassis that have main frame rails of rectangular tube construction (see technical specs for specifics on tube size requirements). Chassis to be year 2000 or older.

14. BODIES – The body carried must be securely mounted and offer reasonable protection to the driver. Drivers access window openings should be a minimum of 12”h x 18”w and allow unimpeded driver access in and out of the car. Access hatches in roof, or removable roof highly recommended for easy access to driver in case of accident. Window screens in the front windshield area are required. A driver’s side window net is recommended for cars with driver location on left side. Doors shall be securely bolted, welded or otherwise secured shut. Hoods and trunk lids shall be properly secured by pins or other suitable fasteners. For ‘race’ cars, body width shall be minimum of 40” and be no wider than original production body width..

15. FIRE EXTINGUISHERS – All participants’ pit crews shall carry fire extinguishers capable of fighting fuel and oil fires. In-car extinguishers are optional, if used they must be mounted securely with metal brackets. On-board fire suppression systems are permitted.

*** If you are not clear on the interpretation of any of these rules, ASK. Nothing contained herein or outside these rules, constitutes permission to run an unsafe vehicle.

ADDITIONAL TECHNICAL RULES FOR CARS COMPETING IN THE RACING EVENTS:

(In addition to the mandatory safety rules above, the following rules also apply for Racing Events)

NOTE: These rules have been formulated for cars registered with the PAVDM. In order to encourage maximum car counts, cars not registered with the PAVDM will also be allowed to participate in the racing events, provided that they meet all minimum PAVDM safety standards as well as any additional safety standards that the hosting tracks may impose. Non-member cars will be eligible to win and collect trophies in PAVDM racing and show events, but will not be eligible for points.

16. BODIES – Stock steel bodies required. All stock body panels must be from American made passenger cars available in 1979 or earlier. All bodies must have an accurate VINTAGE appearance. Door panels shall not obscure the engine exhaust headers from view (minimum 3 header pipes).. For ‘race’ cars registered after Jan 1st, 2013, body width shall be minimum of 40” and be no wider than original production body width. No excessive channeling. Bodies may be suitably altered to fit on open wheel style frames, but roof and quarter panels must be identifiable as original stamped steel body panels. Hoods and doors may be replaced with fabricated aluminum or steel panels. Hood scoops to remain ‘era authentic’ ie; no ‘anteater’ style scoops. Fiberglass may be utilized for hoods only. Pre 1948 coupe or sedan original steel bodies preferred. 1960’s-70’s American compacts (Gremlin, Pinto, Vega, Falcon, Valiant, Corvair, Mustang, Barracuda, Chevette, etc.) also preferred. A front panel, not to exceed the width and no lower than the chassis, may be used. Must be flat or convex, must not be concave or formed to resemble a late model Modified spoiler.

****OPTIONAL 1980’S BODIES:** Early 1980’s Modified/ Sportsman style fabricated aluminum bodies with fiberglass or steel Gremlin roof may be allowed with approval of the Technical Committee. These bodies will only be considered if they are on a chassis which has 2”x4” rectangular steel frame kick-up and over the top of the differential housing. Width of body not to exceed 60”, length and style of body must be consistent with dirt Modified cars 1985 or earlier. Leading edges of door panels may not extend further forward than the rearmost engine sparkplug.

17. CHASSIS – Minimum wheelbase shall be 104”. Chassis must be year 2000 or older and must have rectangular steel main frame rails (see body rules for specific requirement in regards to 1980’s style cars). Stock frame rails are permitted. All frames must be in good condition and of adequate strength. A floor plate of minimum 16 gauge Aluminum to extend from rear of engine plate to 4” past front of seat. No Metric chassis or E Mod type chassis permitted. Any newly fabricated chassis must be constructed with a 2”x4” kick up and over the top of the differential and must be consistent in design with chassis of that era.

18. REAR SUSPENSION – No independent rear suspension allowed. Leaf springs, coil springs, coil-over shocks and torsion bars permitted. Shock absorbers limited to standard design and may be rebuildable. No adjustable shock absorbers allowed. No inside the cockpit suspension adjustments of any kind allowed. All lightweight components are subject to Technical Committee approval.

19. FRONT SUSPENSION – Must be straight or beam axle. Any combination springs, torsion bars, shocks or coil-over shocks. Shock absorbers limited to standard design and may be rebuildable. No adjustable shock absorbers allowed. Steel or aluminum spindles. Sway-bars permitted. No inside the cockpit suspension adjustments of any kind allowed. All lightweight components are subject to Technical Committee approval.

20. BRAKES – Operable and effective brakes are mandatory at all times. Disc or drum brakes are permitted. No ultra lightweight brake components allowed. Dual master cylinder with bias adjustment is permitted. All lightweight components are subject to Technical Committee approval.

21. REAR ENDS - American made car or truck rear ends allowed. Quick-change rears permitted. (light-weight and offset rear axles subject to Technical Committee approval). Live axle rears must have steel axle only.

22. MIRRORS/RADIOS – No mirrors of any kind to be used. No radios other than Raceivers to be used.

23. TRANSMISSION - All cars must be self-starting with operating clutch able to pull away and back up with engine running. If a push start is required, must start or re-start at the rear of the field. Standard or automatic shift transmissions allowed. Internal clutch type transmissions (such as RPM, Falcon and Bert) allowable.

24. ENGINE & INTAKE - (MODIFIED DIVISION) - Any 6 or 8 cylinder engine allowed. No aluminum cylinder blocks or heads permitted. Overhead valve V-8 engines shall have a single 4 barrel or 2 barrel carburetor only. 2 barrel required on all engines 396 cubic inch and larger. Wet sump engines only.

(SPORTSMAN DIVISION) - Must utilize an all steel flat-head V/8, in line 6 cylinder or 2 barrel carburetor equipped OHV V-8 engine ONLY. Multiple carburetors may be used on flathead and in line 6 cylinder engines. No forced induction or fuel injection systems allowed. Wet sump engines only.

25. FUEL – Gasoline or Methanol. Fuel type to be labeled at fuel tap location and/or at fuel tank filler location. No performance boosting fuel additives of any type allowed. Top end lube may be added to Methanol for lubrication.

26. MUFFLERS – All cars must conform to hosting track's noise requirements. Each car must pass track noise inspection. Cars that are too loud will be removed from the race.

27. TIRES & WHEELS – Any tire is permitted provided that it is in good condition without excessive wear or deterioration. Wheels may be steel, aluminum or magnesium (no carbon fiber or plastic). Bead-locks are permitted.

28. WINGS/AERODYNAMICS – No external wings or spoilers of any type to be used. Internal panel work may be slanted to increase aerodynamics but not to extend beyond limits of body. Kick up on Gremlin roofs permissible. Front panels must be flat or convex and not formed to resemble a late model Modified wing.

29. WEIGHT – ALL CARS WILL BE WEIGHED. - (Weight rules will be strictly enforced) Cars must meet minimum weight requirements at the conclusion of the race, driver seated in car, no fuel added. TRACK SCALES ARE OFFICIAL. No allowance given at scales. Cars failing to meet minimum weight will be disqualified. All ballast weights attached to cars must be mounted securely with adequately sized bolts. No welded on weights. Minimum weight is 2,500 pounds. First 3 Modifieds and Sportsmans to scale as they enter Pits after Feature Race.

GENERAL & PROCEDURAL RULES:

30. RACING NUMBERS - . Racing numbers shall be 'numeric' and not 'roman numerals', written words (ie; ONE, ELEVEN , etc...) or similar. Numbers must be at least 12 inches high and in a contrasting color to the paint job. Number to be shown on each side of car and roof. Due to cars being registered with more than one Club, cars doubling up on the same number must have a letter or letters before or after number ie; #6, #6a, #r6 etc.... Letters to be smaller than number.

31. NON-CONFORMING CARS – To encourage participation, vintage style cars from other clubs will be allowed to participate one time per season without becoming a member. Non-conforming cars must meet the minimum safety standards of the PAVDM and meet track safety rules. After the race the Technical Committee will rule on any infractions or changes that need to be made on the non-conforming car before it could be considered for regular registration with the PAVDM. **Non-conforming cars are eligible to win events and collect trophies, but will not accrue points.**

32. TECHNICAL COMMITTEE –The Technical Committee will be charged with enforcement of the rules and will make determinations on subjects not covered or set forth in these rules - Technical Committee rulings are final. In the event all three Technical Committee members are not present to decide on a questionable rule, car, component or procedure at any given time, additional members shall be inducted to act in this capacity and their involvement shall constitute a 'Technical Committee'. A Technical Committee may be convened at any time. Race day decisions made by the 'Technical Committee' shall be valid and upheld. A 'right of appeal' to any determination made on Race day can be handed to the 'Technical Committee' in writing before the end of racing and will heard at a later meeting for such purpose, but such determination shall stand on the day. All Technical Committee rulings are subject to further discussion by PAVDM members prior to being incorporated in the PAVDM official rules.

33. LINE-UPS for Racing Events - All lineups will be posted on a Board at a designated location (usually at one of the vehicles in Pit Area). It is the driver's responsibility to know where they start in each event. If you are having trouble making your race, let those doing the draw know. Sportsmans to start rear of Modifieds if Classes combined.

HEATS - Starting lineup for Heats will be achieved by drawing for position before each race. Driver or his proxy may draw. Any driver not represented at draw will start ROF. Anyone who starts out of position or in the wrong Heat, unless

directed to by Committee or Race Steward, will not be awarded finishing position or points. Drivers missing Heat 1 will not be allowed to start in the next Heat unless, after gaining permission, starting at rear to test car. No passing and driver to pull off if shown the 'being lapped' flag.

FEATURE - Starting line up for Feature to be drawn prior to race. Winner from previous week will start in the rear and only move up as other members win and are moved to the back of the field. After consecutive wins, driver to start 50 yards behind entire field. Drivers winning a third consecutive time will start 100 yards behind entire field FOR THE SEASON. In event of a driver dropping out of a race, the following driver will move forward and fill the gap. The Technical Committee may change the lineups at their discretion, to level the playing field for all competitors.

34. ON-TRACK PROCEDURE for Racing Events – For PAVDM race events, the event will be conducted as an actual race and all of the hosting track's rules regarding starting, restarting, flagging, etc...will be in effect. Complete control and discretion shall be in the hands of the hosting track's officials. Please keep in mind that these are vintage cars and every attempt should be made by the drivers to avoid contact and accidents (give each other room). Rough or overly aggressive driving will not be tolerated and the technical committee may rule on incidents even if the hosting tracks' officials have ignored them. ALL DRIVERS SHALL CONDUCT THEMSELVES PROFESSIONALLY AND USE COURTESY TOWARDS THEIR FELLOW PARTICIPANTS AND ALL TRACK OFFICIALS. Drivers are responsible for the behavior and conduct of their crews and family.

35. SPORTSMAN DIVISION CARS – Until such a time that car counts dictate separation, Sportsman and Modifieds will race together with Sportsmans starting rear of Modifieds. Upon conclusion of the race event, the highest finishing car registered as a Sportsman will be recognized as the Sportsman class winner. In the event that a Sportsman car is able to finish ahead of all the Modified division cars, the Sportsman car will be declared the overall race winner and no winner's award shall be made to the highest finishing Modified division car, nor shall the next highest finishing Sportsman be recognized as the class winner. Separate Modified and Sportsman points will be kept to determine the seasons points Champions in each class. Sportsman Feature winners will start to the rear of the Class the following week and only work forward as other drivers win.

36. OVER COMPETITIVE CARS – All PAVDM members and participants should keep in mind that many of today's modern classes of racecars are quite expensive and have become financially out of reach to the average person. The PAVDM's goal is to keep the costs of being competitive at a reasonable level to ensure healthy car counts and competitive racing. After consecutive outright Feature wins, drivers will be handicapped 50 yards behind the field. A subsequent win will incur farther handicap of 50 yards (100 yards total) and will start there for the entire Season. At the discretion of the Committee, further handicaps such as, running a nominated hard compound tire, taller gear, adding of weight, or a combination of these may be handed down if a driver continues to be overly competitive. This will be done to even out the competition and provide all drivers with an opportunity to be competitive. Technical infractions discovered at the conclusion of a race may result in disqualification or other penalty. Repeat offenders may be punished by suspension and/or expulsion from the PAVDM. The PAVDM does not tolerate intentional CHEATING and those found guilty will suffer immediate loss of points and expulsion. Other Vintage Clubs will also be notified.

37. ANNUAL GENERAL MEETING – A meeting will be held annually where current and proposed rules can be discussed and a vote of financial members in attendance can be taken on any changes considered. It is recommended that rule change proposals be submitted in writing at least two weeks prior to the scheduled meeting. General discussions and election of Office Bearers for the next 12 months shall also be held.

Office bearers will consist of....

PRESIDENT

VICE PRESIDENT

SECRETARY/TREASURER

PR OFFICER/SERIES COORDINATOR

TROPHY/POINTS COORDINATOR

RACE COORDINATOR

HEAD TECH OFFICER

TECH OFFICERS (2)

38. POINTS – To be eligible for an event to be a Club Points round, a minimum of 5 Club cars to constitute a Field. To receive Club Points for each Class, Modifieds must have a minimum of 3 Club cars and Sportsmans must have a minimum of 2 Club cars. The Trophy/Points Coordinator will keep records regarding participation in all events. At the conclusion of the season, awards will be presented based on participation. The 'Modified Division' and 'Sportsman Division' will be recognized separately for awards, irrespective of number of competitors in each class. All financial members participating in club recognized racing events are to be awarded points. Participants entering PAVDM recognized car shows may also be eligible for awards for Show participation.

39. SCHEDULE – The Series Coordinator will schedule all PAVDM events. The schedule will clearly indicate whether each event is a RACE, or a SHOW. The schedule will be posted on the Website and also be made available to all PAVDM members prior to the first event. All scheduled events are subject to change due to host track schedule changes, questionable weather, etc.. and it is the responsibility of the PAVDM members to verify with the Series Coordinator, hosting track or other entity, whether the scheduled event will be run. It is recommended that all participants call ahead to the track before towing there, in case of cancellation or postponement.

40. CAR REGISTRATION - \$20.00 per year to be paid before first event of season. Contact PAVDM coordinator for registration application form. No points accrued unless car registered.

41. CLUB MEMBERSHIP - \$20.00 per Driver/Owner and \$10 per Crew member per year, to be paid prior to receiving membership card. All Drivers competitively racing cars registered with the PAVDMA must be financial members. On practice or promotional days where driving the cars is not competitive, non members **may** drive cars to encourage involvement in the Class and Club. The Committee reserves the right to refuse, cancel or not renew memberships if they feel those members are causing friction with other members, track officials, members of other Clubs or members of the public whilst representing our Club and Class, also driving or behaving aggressively, not adhering to Club policies or directives, berating the Club, its committee or members or their behavior and/or goals are not in line with those of the Club