

BIG DIAMOND RACEWAY

2010 MODIFIED and SPORTSMAN BODY RULES

1/10/09

Legal bodies must comply with either DIRT specifications or Grandview specifications. BDR base specification is DIRT's, since most chassis builders are basing production off of DIRT. Any car found with a major body infraction before an event (warranted as an unfair advantage) must conform to the following rules to compete on the day of event.

1. BODY STYLE AND DIMENSIONS

- All measurements may be taken with or without driver and/or with or without fuel.
- Tolerance permitted on all body dimensions is maximum of ½" (one half inch). This is a tolerance **NOT** an additional dimension to be added to the body dimension.

2. BODY MATERIAL

- Only aluminum or steel will be permitted for all inner and outer body panels.
- A maximum of 4" vertical plastic material extending below the metal body panel is permitted. The plastic thickness shall be between .090" and .125" and an overlap of 2" to secure to the doors/door extensions will be permitted. Doors/door extensions must still have a minimum of six inches of ground clearance including plastic material
- The overall dimensions of the doors and door extensions must meet the specifications.
- The roof must be fiberglass only.
- Hood, hood scoop, windshield cowl, right rear inside tire clearance cover and front spoiler may be constructed of either fiberglass or aluminum.
- Only CLEAR! lexan will be permitted for the rear spoiler and the rear windows. No stickers or writing that obstruct vision will be allowed.

3. ROOF

- The roof must be centered from side to side on roll cage and also be centered on frame (No offset bodies). Leading edge of roof must be fastened in a stationary position a minimum of 33" and a maximum of 48" in front of rear axle centerline. The roof must be securely fastened at the back and on both ends.
- Length of the roof: maximum 60", minimum 48". Width of roof: maximum 52", minimum 48". It must display a turtleback style and shape with at least 3/4" belly front to rear and 3/4" side to side. Front lip may not be more than 1/2". Side edges may be no longer than 11/8" break.
- The roof cannot change shape or location while racing.
- Overall height (top of highest point): minimum 52", maximum 61", measured from the ground. Maximum roof angle is 5 degrees GAUGE!
- 4.2.5 The roof must be one piece fiberglass only and be a single ply, one contour inside and out. No carbon fiber. Roll bars must be exposed. No vertical metal used to mount roofs will be permitted covering the roll bars. The roof must weigh a minimum of ten pounds.

4. FRONT DOOR POSTS

- Doorposts must be flat aluminum sheet metal **Only!** They must go in a straight direct line from the roof to the doors. From a side view they must be seen as a 2" dimension. They must be no wider than 2". They may be bead rolled or have a lip for re-enforcement, but can't exceed a 3/8" maximum thickness at that area. The material thickness used may be

a minimum of .050" to a maximum of .090" inches. Only a one-piece construction will be accepted! There will be no Tolerance on these measurements. Door-posts must attach securely to the metal roof support and doors! They may be bolted with a min. of (2) 3/16" bolts to the door bracket for the ease of fabrication!

- No lexan vent windows or excessive sheet metal will be permitted in the vent corner where the post meets the door panel.

5. REAR WING WINDOWS

- All rear wing panels and windows must resemble a current OEM body style.
- Their upper profile may not protrude above a straight line drawn from the rear of the roof to a point 3" higher than the rear deck. There must be at least a 2" indent in the profile, so as not to make this panel a fast back.
- The maximum base length may not exceed 61". Left and right must be of the same style and dimension!
- All window styles must be nominally 160 square inches (suggested 10" tall X 16" long), clear, smooth lexan with no bends or breaks.
- No writing or decals permitted on the wing windows that may obstruct vision.
- Rear view of the wing window must go in a straight line from top of quarter panel or bodyline to the roof, with a maximum gradual bow of 2" in the center of wing window.

6. BODY WIDTH AND GROUND CLEARANCE

- Body width (measured anywhere along the body line, front or back): 68" maximum, 64" minimum.
- Minimum chassis ground clearance 2 1/2".
- No fan or ground-effects cars are permitted.
- No rubber skirts, fins, or spoilers of any description are permitted under the car.
- A 2" max air deflector is permitted in front of radiator to facilitate cooling.

7. DOOR PANELS

- Side door panel: minimum 60", maximum 70" in front of centerline of the rear axle. Doors, front door extensions and rear quarter panels must be flat and mounted in a vertical position. They must remain flat with no louvers, bead rolls, holes or protrusions from top to bottom. The exception being for rub rails. Doors may have a max. of a 1" long lip at a 45 deg. outward angle 1/2" away from the sheet metal for the purpose of reinforcement. This will be allowed at the top and bottom of the panels. All outside sheet metal, door panels, door extensions, air dams, front nose & hood fins must be the same shape, size, and angle on both sides of the car. Doors must match each other from side for side. **(Must be symmetrical)**
- Bead rolls around the outside perimeter of these panels and the wing windows will be allowed. Bead roll edges must face towards center of chassis.
- Front door extensions will be permitted up to 20" behind the front axle centerline.
- Front door height must be a maximum of 38" and minimum of 30" from the ground measured at 60" from rear axle centerline.
- Ground clearance on the bottom of the doors must be a minimum of 6" and a maximum of 12" from the ground.
- All doors and rear quarter panels may have a maximum lip of 1 1/2" rounded at 90 degrees and facing inward only, on the top and the bottom.
- At the top of the doors and rear quarter panels, a lip angled out at a maximum of 45 deg., protruding away from the door no more than 1/2" and no more than 1" in length before it bends inward for strength will be permitted.

8. REAR QUARTER PANELS

- Rear quarter panels must match each other. **(Must be symmetrical)**

- Quarter panels must be a maximum of 47" and a minimum of 40" from the ground at the rear and continue in a straight line with top of door.
- A fender flare, up to a maximum of 2" from the body may be used, but the overall body width must still be maintained at a 68" maximum.
- Rear quarter panels can extend back to 48" maximum at top and may incline down to 44" maximum at bottom measured from center of rear axle to rear of car.
- Ground clearance on rear quarter panels must be a minimum of 8" and a maximum of 16".

9. REAR SPOILER

- The rear spoiler must be clear one piece lexan with a maximum height of 5" from the rear deck and must not have any writing or stickers on it.
- The rear spoiler must be non-adjustable (no hinges or slides).
- No metal Gurney tabs permitted. Lexan may have brake (top only) for rigidity.
- Spoiler maximum height from ground is not to exceed 50".
- A maximum of four vertical supports may be used to fasten the spoiler to the rear deck. These supports may not exceed 2" in vertical height and 10" in length.

10. REAR DECK

- Must be a maximum height of 47" and minimum of 40" from the ground.
- Rear deck lid (i.e. trunk lid) must be fully enclosed from quarter panel to quarter panel and have a minimum height of 9" and a maximum of 14" in vertical coverage behind the fuel tank.
- Left and right rear trunk lids must be symmetrical in size and shape and show no specific bulge or extension to cover fuel filler hose or apparatus within the 9" to 14" of vertical coverage. This panel must completely cover the fuel cell, filler hoses, and vent lines.
- At the discretion of the Chief Tech Inspector, cars with tall gas tanks may have a step in the deck to accommodate the tank.
- The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell.
- The fuel cell must also have both sides completely covered by sheet metal in addition to the container it is enclosed in. Within these dimensions there can be no openings.
- No openings from top of fuel cell to bottom of trunk lid are permitted.

11. HOOD, NOSE, AND FRONT SPOILER

- The hood, nose, and front spoiler can be no wider than 36" and no narrower than 24".
- The nose-piece must end at the front of the shock towers.
- The spoiler must be separate.
- Shock covers or deflectors may not be part of or riveted to the nose or spoiler exceeding the 36" width maximum.
- Fabric shock covers are permitted as long as they are used for the prevention of dirt getting at the shock piston and not used for any aerodynamic advantage.
- The front spoiler must not extend any more than 20" in front of the front axle centerline.
- The front spoiler must be non-adjustable (no hinges or sliders).
- The hood shall be considered from the front roll cage to on top and even with the front of the radiator.
- The nose piece shall start where hood ends and end at the shock towers!
- Both hood and nose may have 2" maximum lip up on both sides following the contour of the body. Both lips must be symmetrical!
- The hood, nose, and spoiler may not overlap each other's location on the frame.
- Any part of hood may not exceed 10 degrees nor can sheet metal have an opening or extrusion between the hood and nose.

- The hood must extend over the radiator and have complete sides.
- Front spoiler may have 2" maximum lip up or down on both sides following the contour of the spoiler, not exceeding the maximum width of 36 inches.

12. HOOD SCOOP

- The hood must be fully enclosed.
- Two options of hood scoops mounted on top of the hood for the purpose of enclosing the carburetor, or ram air will be permitted providing they meet the following specifications.
- Both style scoops may be made of fiberglass.
- Ram air type scoop: Maximum length, 30" measured from rear motor plate to front of hood scoop. Maximum width 18". The front vertical opening of the scoop can be a maximum of 6" at the beginning of the scoop only. The overall height of this scoop must maintain a minimum of 8" of vertical vision for the driver. This measurement will be taken from a horizontal line from the highest point of the hood scoop to the lowest point of the front roll cage and/or roof. Hood scoop must be fastened to the hood and completely enclose the carburetor and air filter.
- The conventional no ram air scoop: a maximum of 25" is permitted from center of the carburetor forward to end of scoop! The width permitted is a maximum of 22". The height must maintain a minimum of 8" of vertical vision from the top of the scoop to the lowest point under roof or roll cage, and completely enclose the carburetor and air filter.

13. INTERIOR SHEET METAL

- Any horizontal body support, other than the inner pods, whether in front or rear must be a maximum of 1" deep by 1" thick tubing or flat stock only.
- No inside or outside wings, spoilers, air foils, or wind deflectors are permitted.
- No double panels that create a wing effect will be permitted.
- A 1" maximum reinforced lip will be permitted on all lexan, but all specified measurements must still be maintained.
- All inner sheet metal used must completely cover areas from door to door, quarter panel to quarter panel. No holes or openings are permitted in this area.
- No vertical fins, air dams, or fairings permitted on the sides or behind the roll cage.
- Sheet metal must be a flat single plane across the inside of the car.
- No covered roll bars are permitted. Sheet metal that is one-piece and part of a body panel bent around tubing (for purposes of protecting the driver or finishing off panel) is not considered an aerodynamic advantage provided it is not to excess.
- No louvers or holes in the interior or exterior sheet metal are permitted with the exception being the cooling of the radiator, engine, and oil cooler.
- The floor pan or underpan may not be any wider than the frame, from front to back, and may not have any lips or fins facing downward.

14. NUMBERS

- The Track or series handicapper reserves the right to issue or change a car's number to prevent duplication and maintain proper records.
- Team cars must be clearly distinguishable from one another and use a different number or letter.