

OHSWEKEN SPEEDWAY

MINI STOCK

2010

OFFICIAL RULES AND REGULATIONS

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 THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and in no way a guarantee against injury or death to a participant, spectator, or official.*

*The Tech Inspector (s) shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretative deviation of these rules is left to the discretion of the officials. Their decision is final.*

No equipment will be considered as having been approved by reason of having passed through inspection unobserved. The Tech Inspector(s) reserves the right to add, delete, modify or update the rules at anytime in the interest of providing parity for all competitors. These changes may be made via an announcement at the driver meeting, notation on the official pit notes or a technical bulletin, and automatically amend all specifications herein. All changes will be posted.

It is the responsibility of the competitor to obtain and become familiar with the current rules pertaining to the division in which he/she chooses to participate.

It is the responsibility of each competitor to read, understand and comply with these rules as written. They are neither foolproof nor exhaustive. They are intended to provide fair and competitive racing for all who participate in this division. The spirit and intent of these rules is the standard that will be used for competition at Ohsweken Speedway. Ohsweken Speedway officials are authorized to decide if an equipment change or addition is an attempt to circumvent these rules or provide an unfair advantage. OS officials can and will disqualify any entry in violation of the spirit and intent of these rules. Decisions will be based on common sense, consistency, impartiality and fairness. If there is disagreement or dispute regarding the meaning, interpretation, or application of these rules, OS officials' decisions shall prevail. If these rules do not specifically say that you can add, change, or modify something, then you should consider that addition, change or modification illegal. Any questions about the legality of an addition or modification not covered by these rules must be answered by OS officials in writing, and their decision is final.

Ohsweken Speedway reserves the right to alter or amend these rules at any time in the interests of safe racing, cost control or fair competition. The safety of each racecar and all equipment is the complete responsibility of the driver/owner, and the driver/owner acknowledges this responsibility by participating in any racing activity at Ohsweken Speedway.

1.0 - General Rules:

- **1.1** - Drivers must be 14 years of age. Under 18 years of age, an insurance document (*parental consent form*) must be signed by both parents and/or legal guardians and filed with Ohsweken Speedway.
- **1.2** - Drivers will be paid only after all technical inspections are completed.
- **1.3** - Drivers are considered as an independent contractor and as such are responsible for all charges and taxes (as applicable) on any funds received from Ohsweken Speedway.
- **1.4** - No Alcoholic beverages will be consumed by drivers or their crews at any time prior to or during an event. Use, sale, or distribution of illegal drugs at any time shall be cause for immediate and indefinite suspension. Participation by a team member in either activity will result in disqualification with ALL points and earnings toward the year end point fund being forfeited.
- **1.5** - Rough driving, verbal abuse or inappropriate behavior will not be tolerated. **No further warning will be given. IF A DRIVER OR TEAM MEMBER IS DEEMED TO HAVE COMMITTED INAPPROPRIATE BEHAVIOUR, THE TEAM MAY BE DISQUALIFIED. IF DISQUALIFICATION IS IMPOSED FOR THE INCIDENT, MONIES WON ALONG WITH ANY AND ALL POINTS WILL BE RESCINDED FOR THE NIGHT AND A ONE WEEK SUSPENSION WILL BE IMPOSED FOR THE FIRST OFFENCE. A SUBSEQUENT OFFENCE WILL RESULT IN SUSPENSION FOR THE REMAINDER OF THE YEAR.**
- **Any driver stopping on the race track to protest will be disqualified for the remainder of the evening, scored last in that event, "AND FORFEIT ALL MONIES and POINTS EARNED FOR THE EVENING".**
- **1.6** - The driver is the sole spokesperson for the race team and is responsible for their actions. Any driver or crewmembers fighting will result in disqualification for that team and all points and monies for that evening will be forfeited. Striking an official will result in disqualification for the evening, forfeiture of all points and monies for that evening, and up to a one year suspension.
- **1.7** - Other penalties may be levied dependant on the severity of the situation.
- **1.8** - The driver or a representative must attend the evening drivers meeting or start scratch for their heat race. Roll call may be used at any time.
- **1.9** - You must let track official know at pit entry (*Bob Munro*) and at the pit booth (*Sue Bell*) if you are driving a different car than your regular one on any given race night in order to award points correctly.

2.0 - Alternates:

- **2.1** - Alternates may be taken to fill vacancies that occur in the "A" Main (as time permits). The highest finishing, nonqualified car that completes the "B" Main will be selected. If an alternate is taken, the original qualified car will receive the alternate's pay. No alternate will be taken after the original green flag is displayed.

3.0 - Racing:

- **3.1** - After drivers have been called to line up for a race, all drivers must be ready and in their proper line up or will start at the tail. If belts come loose, driver must stop by an official to buckle up and will not be penalized. Rows will move straight up to fill voids in the scheduled line up caused by cars scratching or failing to show.
 - **3.1.1 - Yellow flag:**
 - **3.1.1.1** - All cars that stop on the race track or spin bringing out a yellow will go to the tail.

- **3.1.1.2** - During yellow, no working on the car is allowed on the track or the car will be disqualified.
 - **3.1.1.3** - Any car that stops twice on the track or is involved in two unassisted yellow or red flags will be disqualified from that race.
 - **3.1.1.4** - First lap restarts; inside or outside row will move straight up to fill a void for a missing car.
 - **3.1.1.5** - The track flag person will determine if a yellow flag is needed and will have final say to what any yellow flag was displayed for.
 - **3.1.1.6** - A yellow flag will be displayed for any debris deemed to be in the racing groove and a danger to the competitors. Any car that can be identified as causing a yellow flag for depositing the debris will be charged with the yellow and placed at the tail of the field.
 - **3.1.1.7** - The track flag person in conjunction with the On Track Race Coordinator will determine if a yellow flag is needed and will have final say to what any yellow flag was displayed for. If the one-way radio communication is provided by approved track personnel other than the On Track Race Coordinator, they should not initiate the call for yellow (or red) until directed.
- **3.1.2 - Red flag: DO NOT PASS THE CRASH SITE. Move to the top side of the track and stop as quickly as safely possible.** “CLOSED” red flags only. On a closed red, crews will not be allowed on racing surface to work on cars. Violation of red flag procedures will result in disqualification for the evening and FORFEITURE OF ANY MONIES EARNED.
- **3.1.3 - Black flag** : If the Black Flag is waved for you it means you are disqualified from that race ; must return to the pit immediately (*or infield clear of the racing surface*). Scoring will stop for you. Failure to leave the track will result in disqualification from all remaining races for the evening and points and monies for that evening will be forfeited.
- **3.1.4 - Starts: Starts will be at the white line in turn four for all cars.** Pole sitter sets moderate steady pace. Race starts when the front row reaches the white line. **ALL cars must be in a tight nose to tail formation when crossing the white line and in their original starting line up position. A yellow flag will be displayed for EITHER car on the front row out of formation and deemed “passing before the start of the race”. BOTH CARS will be charged with a yellow and moved back one row for the double file restart.**

All other cars in rows two and beyond will be charged with a jump start if they:

- **are out of line,**
- **leave an excessive amount of room between themselves and the car directly ahead of them,**
- **pass before the white line** (start of the race).

No yellow flag will be displayed for these violations occurring in row two and further back. Two positions per car passes penalty will be assessed at the first caution (or red flag period) or if neither instance occurs the penalty will be assessed at the conclusion of the race.

race.

“NO FURTHER WARNING WILL BE GIVEN FOR FALSE STARTS”

- **3.1.5 - Lining up for Restarts:** Form a single line, nose to tail. Officials will correct the line-up when received from the scorers. Lapped cars **MUST** hold their positions in all races.
- **3.1.6 - Restarts:** ALL lapped cars must maintain **their running order position** in the line-up (**NO EXCEPTIONS**). When instructed on the one way radio the field will form up in position to prepare to resume racing.
 - During the “A” Main the first three positions will line up single file. Positions four and back will line up double file with even positions on the inside and odd positions on the outside.
 - The last five laps of the “A” Main will restart in single file.
 - All heat races will restart single file.

THE RACE WILL RESTART WHEN THE GREEN FLAG IS DISPLAYED as the leader reaches the line in TURN FOUR. As the green is displayed, “GREEN – GREEN- GREEN” will sound on the one way radios. No passing is allowed before the green flag is displayed. Any car in violation will be charged with two positions per car passed. These penalties will be assessed at the next yellow or red or at the end of the race if further slowdown does not occur.

- **3.1.7 - Work Area: No work may be done on any car in the area between the race track exit in turn two and the pit side of the tech building.** Any car performing work including changing or removing a tire for any reason will start at the tail. **ANY WORK COMPLETED IN THE NO WORK AREA DESCRIBED ABOVE WILL RESULT IN DISQUALIFICATION FROM THAT EVENT AND THE CAR WILL BE SCORED LAST.**
- **3.1.8 – Cars that leave the racing surface other than by way of the exit in turn #2 will not be allowed to return to competition for the remainder of that event.**
- **3.1.9 – Cars leaving the Pit during a race after performing repairs must stop and report to the official at the top (outside) of turn 3. Cars failing to stop and report in the staging area at the top of turn three will be disqualified from further participation in that event. NO CARS MAY RETURN TO THE TRACK DURING HEAT RACES.** Cars going to the pit during the feature event may re-enter competition anytime during a caution period. **When the white flag or restart green flag is displayed, cars that have entered the pit for repairs will be allowed to return to track after all cars have cleared turn four on the initial restart lap. Once the cars enter turn two under green on any restart, cars in the turn #3 staging area may not return to competition until the next caution or red flag period. All cars reentering the track must do so in turn four.**
- **3.1.10 - A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the posted pay-off will be made in the same manner as a yellow or red flag realignment. Any cars causing the yellow or red flag to be displayed will be put to the rear of the line-up of official finish as would appear for a restart.**

- **3.1.11** - One lap over half-way through the “A” Main shall constitute a complete race in the event that a stoppage is required. If the race is stopped and ruled complete, the finishing positions will be paid in the same manner as a yellow or red flag realignment. Any cars causing the stoppage will be put to the rear of the line-up of official finish as appears for a restart. In the event of weather causing the stoppage, the pay off will be made according to the last scored lap by the leader previous to the red flag.

4. POINTS

The championship Point System is designed to reward loyalty and consistency to the drivers and teams who support Ohsweken Speedway on a regular basis. Anyone wishing to collect Championship Points must be a member in good standing of Ohsweken Speedway.

- **REGISTRATION: 4.1** - **ALL Drivers** MUST COMPLETE a Registration form before being allowed to compete (***whether they intend to become a member or not***). A Track Membership (\$35) is required to accumulate points toward the season championship. Season Passes are not Memberships. Points accumulated will be awarded to the driver. **A ONE WEEK ONLY GRACE PERIOD WILL BE ALLOWED TO PAY MEMBERSHIP FEE IN FULL BEFORE LOSING ANY POTENTIAL POINTS.**
- **YEAR END POINT FUND DISTRIBUTION: 4.2** - Will be awarded to the top ten drivers who have participated in 80% of all scheduled point events during the race season.
- **TEAM “co-DRIVERS”: 4.3** – Points will be awarded to any registered Team as follows;
 - **4.3.1** – Teams who wish to utilize more than one driver during the season must declare when registering the car for the season.
 - **4.3.2** – All drivers on the “Team” must be registered members of Ohsweken Speedway.
 - **4.3.3** - Points won will be awarded for each point event regardless of which member driver competes.
 - **4.3.4** – From time to time medical situations will arise which may force a driver to have to sit out at a doctors suggestion due to injury. At the request of the injured driver, each of these extenuating circumstances will be examined on an individual basis by the Director of Racing Operations and a relief driver may be allowed to compete for the injured driver.
 - **4.3.4.1** – The relief driver must draw for the evening heat race starting position like all other drivers.
 - **4.3.4.2** – The relief driver must take out an Ohsweken Membership.
 - **4.3.4.3** – The relief driver must start scratch in the heat race which they are assigned.
 - **4.3.4.4** – Starting position for the “A” Main will be as earned from the heat race result however they will not be allowed to maintain earned handicap positioning. If they qualify through a heat race, they will start ahead of any other non member drivers who did not qualify but behind all other non qualified member drivers.
 - **4.3.4.5** – Championship points earned for the night will be assigned to the registered member driver being replaced.
- **SHOW POINTS: 4.4** - Will be awarded to any registered Driver as follows;
 - **4.4.1** - **5** show points will be awarded after taking a green flag to all member drivers **SIGNED IN** with a car race ready for a regular scheduled point program.

➤ **CHAMPIONSHIP POINTS: 4.5** - Championship points will be awarded to member drivers per the following scale.

- 4.5.1 - Championship points will be awarded to **MEMBERS ONLY**. Feature finish will be adjusted (*for point tabulation only*) by removing any non members from the finishing order and adjusting members up to fill in any gaps.
- 4.5.2 - Heat race points will be assigned to each member participant in each heat. (***10 points for 1st; 9 points for 2nd; 8 points for 3rd; and so on back.***)
- 4.5.3 - No Points will be awarded to any member driver who is scheduled for any race and fails to start.

HEAT RACES

1. - 10	5. - 6	9. - 2	13. - 1
2. - 9	6. - 5	10. - 1	14. - 1
3. - 8	7. - 4	11. - 1	
4. - 7	8. - 3	12. - 1	

“B” MAIN

1. - 0	5. - 0	9. - 25	13. - 25	17. - 25
2. - 0	6. - 0	10. - 25	14. - 25	18. - 25
3. - 0	7. - 0	11. - 25	15. - 25	19. - 25
4. - 0	8. - 0	12. - 25	16. - 25	20. - 25

➤ 4.5.4 - **25** Points will be awarded to all member drivers that compete in a “B” Main but fail to transfer to the “A” Main.

“A” MAIN

1. - 85	6. - 72	11. - 62	16. - 52	21. - 42	26. - 32
2. - 81	7. - 70	12. - 60	17. - 50	22. - 40	
3. - 78	8. - 68	13. - 58	18. - 48	23. - 38	
4. - 76	9. - 66	14. - 56	19. - 46	24. - 36	
5. - 74	10. - 64	15. - 54	20. - 44	25. - 34	

- **FINAL POINT TABULATION: 4.6** - Following the conclusion of the evening's racing program on Friday, August 6th, the statistician will remove the weekly points accumulated which is the lowest number for one night for all member drivers who have not missed a night and accumulated points over the course of the season. This will allow each member driver who has experienced a "BAD NIGHT" or had to miss for personal reasons, the opportunity to continue to compete for the season championship without major penalty. ***(This is your "MULLIGAN")***. ***The final four nights of point racing will not be eligible for application of this rule.***

The season championship event will be held on Friday, September 3rd.

5. HANDICAPPING

The intent of any handicapping system is to provide a fair and consistent way of assigning heat and feature event starting positions.

With that as the guiding principle, Ohsweken Speedway handicapper will apply these guidelines as fairly and impartially as possible. As we are all human, mistakes can and will be made occasionally. If brought to our attention in a timely manner, every attempt will be made to correct the mistake before the race takes to the track. Ohsweken Speedway reserves the right to change qualifying procedures or event schedule if weather warrants such a change.

THIS SYSTEM WILL BE UTILIZED FOR ALL POINT PAYING EVENTS FOR THE MINI STOCK DIVISION IN 2010.

- **5.1 - REGISTRATION:** *ALL Drivers* MUST COMPLETE a Registration form before being allowed on the track. These Registration forms **MUST BE LEGIBLY COMPLETED** in full before being allowed in competition whether taking out Membership or not. A Track Membership (\$35) is required to participate in the track handicapping or Championship point systems. **Season Passes are not Memberships.**
- **5.2 - HANDICAPPING POINTS DISTRIBUTION:** Handicapping points will be awarded to **MEMBERS ONLY** based on their feature finish for the car they were driving. Non-member drivers will be removed from the feature finish for handicapping purposes and member drivers will be moved up in the finishing order to fill any gaps. They will then be assigned handicapping points based on finishing order of member drivers only. All non members will be treated each week as new drivers.
- **5.3 - NIGHTLY ENTRY DECLARATION FOR HANDICAPPING:** **CUT OFF TIME FOR HANDICAPPING IS FIFTEEN MINUTES BEFORE SCHEDULED RACE TIME. AFTER THAT, CARS WILL BE PLACED TO THE REAR OF THE HEATS AND CONSIDERED AS ANY OTHER NON MEMBER CAR FOR HEAT RACE PURPOSES. IF THEY ARE ABLE TO FINISH THEIR HEAT IN A QUALIFYING POSITION THEY WILL RETAIN THEIR HANDICAPPING POSITION FOR THE "A" MAIN.**
- **5.4 - FEATURE LINE UP PROCEDURE:**
 - **OPENING NIGHT:** - All drivers will draw for heat race starting positions. Drivers who qualify

through the heat race will redraw for Feature starting positions.

➤ **Feature Redraw will include:**

➤ **5.4.1 - Top two to redraw *if four heats* are required. Three will qualify for the “A” Main.**

➤ **5.4.1.1 - If more than 30 cars are present, three will qualify from each of the *four heats* with the third place finishers lining up behind the redraw cars. All other cars will go to a “B” Main with a straight up start from heat race finishes. Remaining heat race cars will start straight up in a “B” Main the way they finish the heats. Any other cars not finishing their heat will be added to the tail of the field. 12 cars will qualify for the “A” Main and line straight up behind the heat race qualified cars. Maximum 24 cars to start the “A” Main.**

➤ **5.4.2 - Top three to redraw *if three heats* are required. Four will qualify for the “A” Main.**

➤ **5.4.2.1 - If more than 20 but less than 30 cars are present, four will qualify from each of the *three heats* with the fourth place finishers lining up behind the redraw cars. Remaining heat race cars will start straight up behind the redraw cars the way they finish the heats. Any other cars not finishing their heat will be added to the tail of the field. 12 cars will qualify for the “A” Main and line straight up behind the heat race qualified cars. Maximum 24 cars to start the “A” Main.**

➤ **5.4.3 - Top four *if only two heats* are required. Five will qualify for the “A” Main.**

➤ **5.4.4 - Remaining heat race cars will start straight up behind the redraw cars the way they finish the heats. Any other cars not finishing their heat will be added to the tail of the field.**

➤ **WEEK #2 & BEYOND: - Basic handicapping system will apply for heats and “A” Main for all member drivers. The immediate past two (*three when available*) weeks handicap points will be used for line up purposes.**

➤ **5.4.5 - Heats will be lined up based on Item 5.8.**

➤ **5.4.6 - Member drivers will be placed equally in each of the scheduled heats with non member drivers also equally divided among the heat races.**

➤ **5.4.7 - “A” Main will also line up based on handicap points (*lowest to highest*) however member drivers must qualify in their heat race to maintain their handicap starting position.**

➤ **5.4.8 - Non member drivers will line straight up behind all member drivers per their heat race finish.**

➤ **5.5 - NEW CAR HANDICAPPING POINTS:**

➤ **5.5.1 – New cars will start behind all handicapped cars.**

➤ **5.5.2 – Following completion of one week in competition handicapping points for the week of competition will be used. In addition, one or two weeks of MAXIMUM handicapping points will be utilized as required for placement purposes on the handicapping list provided a membership is secured by the driver.**

➤ **5.6 - Mid SEASON & SEASON CHAMPIONSHIP EVENTS:**

- 5.6.1 - Regular weekly handicapping system will apply.
- 5.7 - **ART HILL MEMORIAL:**
 - 5.7.1 - All drivers will draw for heat race starting positions.
 - 5.7.2 - Opening night race procedures will apply and over ride normal handicapping.
 - 5.7.3 - 26 cars will be scheduled to start the “A” Main.
- 5.8 - **HEAT RACE LINEUPS:** (*night #2 and Beyond*)
 - 5.8.1 - Heat race line ups will be determined by the number of entries on each night.
 - 5.8.2 - Current points will be used to set the heat race starting orders.
 - 5.8.3 - Drivers with points will be divided equally in two or three groups (lowest points; mid group; and highest points) and lined up with the lowest point driver from each group on the pole.
 - 5.8.4 - Member drivers who register after the closing time will be treated as non member drivers for heat race positioning. They must finish in a qualifying position to retain their handicap positioning for the feature line up.
 - 5.8.5 - Non member drivers will be added to the back of the two or three heats evenly as they register for the nights events. (i.e. – 1st non member to register will line up first behind all point drivers in heat race number one; 2nd non member will line up first behind all point drivers in heat race number two; and so on.

6. ROOKIE OF THE YEAR ELIGIBILITY :

- 6.1 - *“Rookie of the Year” candidates will be limited to drivers who have competed in a lesser division (i.e.: Bomber; Karts; etc) or Mini Stock cars six times or less in any previous year. The rookie driver who finishes highest in total points will determine the “Rookie of the Year”.*

2010 MINI STOCK OFFICIAL CAR SPECIFICATIONS

***CARS MUST BE STOCK
ALL EXCEPTIONS ARE NOTED**

READ CAREFULLY*

TERMS:

1) The term "**Stock O.E.M. replacement**" means that the item/part must have been a standard item/part on the MAKE and MODEL of the vehicle being driven as a racecar. Just because a part is manufactured by the company that manufactured the vehicle does NOT mean the part is legal. The part must have been available on the specific vehicle being used as a racecar. Stock O.E.M. replacement direct fit, direct replacement part. Must meet size/weight/material requirements as if factory produced. No Modifications.

2) The term **Factory Stock/ Production** or **Factory Produced:**

Manufactured by the company who produced the vehicle being used as a race car. Manufactured for the year/make/model of the racecar

REMEMBER – BUILD IT LEGAL, KEEP IT LEGAL AND HAVE FUN!

In the spirit of equalizing competition, adjustments may be made as becomes necessary.

1.0 - MINI STOCK COMPETING MODELS

- **1.0.1** - Open to all cars manufactured between **1979** and current year, self aspirated only; no turbo or supercharged automobiles.
- **1.0.2** - No convertibles, station wagons, jeeps, trucks, etc.
- **1.0.3** - Front or rear wheel drives allowed, no all wheel drive or four wheel drive automobiles allowed. *No rear or mid- engine cars.*
- **1.0.4** - **No Porsche.**

2.0 – ENGINES

- **2.1** - Three (3) or Four (4) cylinder engines only, must be stock for make, model and year.
- **2.2** - Track Management has the right to make a weight rule to equal out the

competition.

- 2.3 - Engines no larger than 2.5 liter (2500 cc.)
- 2.4 – **16 valve engines allowed single cams only. 250 lbs. added to minimum weight.**
- 2.5 - **No V-Tec or variable valve timing.**
- 2.6 - **No dual cams.**
- 2.7 - No Rotary.
- 2.8 - **2 spark plugs per cylinder allowed.**
- 2.9 - No performance or truck parts of any kind allowed.
- 2.10 - No engine modifications to enhance performance are allowed.
- 2.11 - No porting or polishing allowed.
- 2.12 - Valve size must be stock for that engine.
- 2.13 – **Milling of head allowed. Must not exceed 190 psi compression.**
- 2.14 - Maximum 0.040 overbore.
- 2.15 – **8 and 12 valve camshaft must have stock lift any duration. 2.3 Ford OHC maximum .2437 lobe lift .400 valve lift. Valve springs can be higher pressure.**
- 2.16 – **16 valve engines must have stock or stock replacement camshaft only. Lift and duration must be stock. Valve springs must be stock.**
- 2.17 - Cranking compression must not exceed 190 lbs on any cylinder **.No exceptions.**
- 2.18 - No after market or performance ignitions allowed. Must remain stock.
- 2.19 - No mass air modifications. Must remain stock.
- 2.20 - No intake modifications. Must remain stock.
- 2.21 - Engine size must be placed on the hood in CC or CID.
- 2.22 - Must remain stock stroke.
- 2.23 - Stock connecting rods and rod caps. No grinding or polishing.

3.0 - CARBURETOR

- 3.1 - Carburetor must be an OEM type. Maximum stock 2 barrel with no alterations.
- 3.2 - No racing or homemade adapters or spacers. Stock only.
- 3.3 - Electric fuel pumps allowed with inertia or oil pressure switch.
- 3.4 - **Any air filters allowed. K&N type air filters allowed.**
- 3.5 - Air breather lid and bottom must be metal. Can be trimmed to the outside diameter of the filter.

4.0 - FUEL INJECTION

- 4.1 - Fuel injection and electric fuel pumps are allowed if equipped as stock.
- 4.2 - A matched intake and carburetor set-up may replace fuel injection set-up with no modifications.
- 4.3 - Electric fuel pump must have inertia or oil pressure shut off switch to shut off fuel pressure in the event of an accident.
- 4.4 – **Any air filters allowed. K&N type air filters allowed.**
- 4.5 – Air breather top or bottom can be trimmed air must be pulled through stock size filter.
- 4.6 – **Computer must be stock with no modifications, no removing of rev. limiter.**

5.0 - FUEL SYSTEM

- 5.1 - Fuel Cells MANDATORY and securely fastened in the trunk located and vented. No sloppy installations.
- 5.2 - Fuel cell filler neck must be grounded to the car.
- 5.3 - Fill spout to be located inside trunk.
- 5.4 - No aluminum tanks.
- 5.5 - Full firewall required between driver's compartment and trunk area.
- 5.6 – **Automotive Pump Gas only. 94 octane maximum. No race fuel. No additives.**

6.0 - COOLING SYSTEM

- **6.1** - Aluminum radiators with plastic tanks allowed for any year make model and style of car from manufacturer only in stock location.
- **6.2** - No aftermarket radiators, aluminum racing or performance radiators.
- **6.3** – **Oil coolers allowed.**

7.0 - ELECTRICAL SYSTEM

- **7.1** - Battery must be mounted securely in a spill proof container in trunk, under hood, or behind driver seat.
- **7.2** - It is recommended the battery be mounted under the hood and be securely fastened.

8.0 – EXHAUST

- **8.1** - Stock cast iron exhaust manifold only.
- **8.2** - Exhaust must exit behind drivers door securely fastened.
- **8.3** - No part of the exhaust allowed in the driver compartment.
- **8.4** - **Maximum 2 1/2” OD. Exhaust pipe.**
- **8.5** - Headers are not permitted.
- **8.6** - Stock or stock replacement mufflers are allowed.
- **8.7** - Exhaust must be securely fastened.

9.0 – BODIES

- **9.1** - Complete stock from original design of make, model and year. No alterations. No ground effects or hood scoops.
- **9.2** - Floorboard covering such as carpeting, door panels, headliner, and insulation must be removed.
- **9.3** - All holes in floor and firewall must be filled, patched with 18 gauge sheet metal.
- **9.4** - Rear seat must be removed.
- **9.5** - Hood, roof, doors and trunk lid may be gutted. No other panels.(no gutting door jambs, hinge area, rocker panels or firewall) any over gutted cars will be handicapped or disallowed.
- **9.6** - All doors must be welded or bolted shut.
- **9.7** - Side scrub rails allowed and must be rectangular tube (1” x 2” ends beveled tight to body)
- **9.8** - Frame connectors are allowed.

10.0 – APPEARANCE / NUMBERING

- **10.1** - All cars must be neatly and brightly painted.
- **10.2** - Numbers should be as large as possible on doors, roof and all four corners of the body.
- **10.3** - Number on roof to be read from right side of the car.
- **10.4** - Sponsor decals must be placed on designated location of car to be eligible for awards. This to be completed PRIOR to competing in an event.

11.0 – BUMPERS

- **11.1** - Bumpers must be securely mounted. Fabricated bumpers allowed but must have a stock appearing cover and must be approved by official.
- **11.2** - Tow hook must be installed one on the front and one on the rear of the car for towing purposes.

12.0 – GLASS

- 12.1 - All glass must be removed.
- 12.2 - Windshields must be replaced with lexan or full wire screen of 1" square maximum.
- 12.3 - All external lights must be removed.
- 12.4 - No mirrors.

13.0 - FIREWALL

- 13.1 - Front and rear must remain stock and all holes patched. (18 gauge minimum)

14.0 – FRAMES

- 14.1 - Stock frames only. No modifications allowed except for re-enforcement.

15.0 - RADIOS

- 15.1 - No two way radios are allowed.
- 15.2 – A working one way radio is mandatory (during the "Art Hill Memorial" race a one way radio is optional).
- 15.3 - Frequency is 454.000.
- 15.4 - RACECEIVER One way radios (*available for purchase at the track*) are recommended.

16.0 – SUSPENSION

- 16.1 - Stock OEM replacement parts only. No modifications allowed.
- 16.2 - Stock rubber or **replacement polyurethane** bushings only. (*No nylon, steel or brass bushings*)
- 16.3 - No racing shocks.
- 16.4 - Springs **can be any size or spring rate. Do not have to be the same rate side to side. Springs can be cut. Spring spacers allowed.**
- 16.5 – **Maximum negative camber on right front wheel must be less than 1-3/4" off the level measured at top and bottom of the rim. Maximum positive camber on the left front wheel can be no more than 1" off the level measured at the bottom and top of the rim. The upper strut mount holes may be elongated to achieve camber. Other methods must be safe and approved by the Tech Director.**
- 16.5 – **Rear camber allowed within stock adjustments. No cambered rear ends (bending axle tubes).**

17.0 – STEERING

- 17.1 - Stock steering for the make and model. No modifications allowed.
- 17.2 - No steering quickners allowed.
- 17.3 - Steering wheel quick release allowed.
- 17.4 - Center must be padded.
- 17.5 - Must have collapsible steering column.

18.0 - REAREND, TRANSMISSIONS, CLUTCHES, FLYWHEELS

- 18.1 - Any stock transmission for make, model. No modifications allowed.
- 18.2 - All gears must be in working order.
- 18.3 - Must have two (2) safety hoops 2" x ¼" within 6" of either end or drive shaft.
- 18.4 - Driveshaft must be painted white.
- 18.5 - Locking of rear ends or differentials allowed.
- 18.6 - Stock unaltered rear end for that make, model and year and must remain square in car.
- 18.7 - Clutch pedal must remain stock for make, model and year.
- 18.8 – **150 pound weight break for automatic transmission.**

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19.0 – WHEELS / TIRES / BRAKES

- 19.1 – **Right side must have Steel wheels only. No less than 3" backspacing allowed.**
- 19.2 - **Aluminum wheels allowed on left side only.**
- 19.3 - No mag wheels or wire spoke wheels.
- 19.4 – **Racing rims allowed and recommended.**
- 19.5 – **Wheels must not stick out past the rub rails or body.**
- 19.6 - Maximum width of **seven** inches. (*measured inside of bead to inside of bead*)
- 19.7 - Must use 1" lug nuts. 1/2" stud recommended.
- 19.8 - Wheel spacers are not permitted.
- 19.9 - Any DOT street legal tire permitted. No mud, snow, ice or off-road tires allowed. No race tires. All markings, name, numbers or letters must not be removed (*if so the tire will be illegal*). No sipping, grooving, cutting or any modification of tires.
- 19.10 - Stock brake system for make, model and year. All brakes must function at all times. No adjustable brake bias. No after-market proportioning valves.
- 19.11 - Brake pedal must remain stock for make, model and year.

20.0 - ROLL BARS

- 20.1 - A minimum six point roll cage is required. Minimum 1 ½ diameter OD. Minimum thickness .120" wall or 1-3/4" x .095 is recommended.
- 20.2 - Must have a minimum of four (4) side door bars on the drivers side and minimum of two on the passenger side.
- 20.3 - Front and rear hoop allowed in front of rad and behind fuel cell and must be concealed behind sheet metal and stock bumpers.
- 20.4 - Galvanized, aluminum, or exhaust type tubing is not permitted.
- 20.5 - Approved padding must be used at any point where driver contact might occur.

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21.0 – WEIGHTS

- 21.1 - Added weight must be securely mounted with minimum two ½" bolts, weight must be painted white with car number.
- 21.2 - Cars must weigh 1 pound per CC plus 200lbs. plus any handicap with driver after any event. (Mustang 2300cc – 2500lbs. min). **Cars with a 16 valve engine must add 250 pounds to minimum weight.**

22.0 - SEATS AND SAFETY EQUIPMENT

For all safety equipment: It shall be the sole responsibility of the driver, not Ohsweken Speedway , their agents/officials or corporate officers to ensure that his/her safety equipment

is correctly installed, maintained and properly used. Please refer to manufacturer installation and usage guidelines and adhere to them.

- **22.1** - Aluminum professionally built racing seat required. No fiberglass seat allowed.
- **22.2** - Seat must be securely fastened in six spots, Four (4) on bottom and (2) two on seat back.
- **22.3** - Seat must be securely fastened to frame and cage.
- **22.4** - No floorboard installations allowed.
- **22.5** - A five- (5) point safety harness, with a 3" wide lap belt, 3" shoulder belts, and a 2" submarine belt. All belts shall be securely fastened to the frame or roll cage with high quality bolts, not less than 7/16 inch in diameter. ½" recommended.
- **22.6** - Safety harnesses/seat belts **2005** or newer date recommended.
- **22.7** - No frayed or torn belts.
- **22.8** - Entrants must wear a proper fitting full faced helmet and must meet Snell 95 rated or greater with proper identification, and have no signs of previous damage. No open face helmets allowed. Snell 2000 or **Snell 2005** helmet recommended.
- **22.9** - **Helmet must be worn at all times when driver is in vehicle.**
- **22.10** - Window net mandatory. Minimum 1" mesh with release at top only. It is required that all window net releases be updated to the quick release seat belt type with releases located and facing the outside of the car. Securely mounted mandatory.
- **22.11** - Entrants must wear an SFI 3.2A -1 or better fire retardant racing suit.
- **22.12** - Fire proof gloves, footwear, underwear, head sock, recommended.
- **22.13** - All bars and sharp contact areas around driver must be padded with roll bar padding.
- **22.14** - All cars will be required to have in their pits a fire extinguisher capable of extinguishing gas and oil fires. This is to be visible to tech officials and all crewmembers. All crewmembers must be made aware of its location, and knowledgeable in the use of the fire extinguisher.

23.0 - Technical Inspection:

Ohsweken Speedway reserves the right to perform technical inspection on any car at any time. Any participant who refuses to allow tech officials to inspect their car will be subject to the following:

- ↺ Disqualification from the event.
- ↺ Loss of points and prize money for that event.
- ↺ Credited with a feature win for handicapping purposes (*if applicable*).

Participants found to be illegal and disqualified during technical inspection shall be subject to the following:

- ↺ Disqualification from the event.
- ↺ Loss of points and prize money for that event.
- ↺ Credited with a feature win for handicapping purposes (*if applicable*).
- ↺ If found illegal on a double feature night, the car will be declared illegal for both races and will not receive points or prize money for either.

A second infraction for deemed illegal or technical issues will result in the following:

- ↺ Disqualification from the event.
- ↺ Loss of points and prize money for that event.
- ↺ **TOTAL LOSS of ALL ACCUMULATED POINTS to DATE.**

- **23.1** - All new cars must arrive at the track one hour prior to start time and report to the tech inspector.
- **23.2** - If car does not meet our rules it will not be able to compete. ***No exceptions.***
- **23.3** - All cars are subject to inspection by Ohsweken Speedway officials at any time and in any

manner determined by track officials. All decisions regarding the timing and manner of the inspections, as well as which cars will be inspected, are final.

- **23.4** – Ohsweken Speedway reserves the right to confiscate any illegal components at any time as deemed necessary.
- **23.5** – Ohsweken Speedway reserves the right to impound any car for any reason at any time.

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NOTE:

PARTICIPANTS MUST HOLD A CURRENT PIT MEMBERSHIP FOR OHSWEKEN SPEEDWAY IN ORDER TO RECEIVE CHAMPIONSHIP POINTS and/or YEAR END POINT FUND MONEY AWARDED

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**ANY QUESTIONS OR CONCERNS REGARDING RULES CONTACT,
TECH DIRECTOR GLEN HILS (905) 628-1716 WEEKDAYS 9AM-4PM ONLY**