

OHSWEKEN SPEEDWAY

BOMBERS

2012 OFFICIAL RULES

REV.1 (Oct.24)

Rule Book 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.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participant, spectator or official. The tech director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not meet the minimum acceptable requirements. **No expressed or implied warranty of safety shall result from such alterations or specifications.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. 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.*

Ohsweken Speedway reserves the right to alter or amend these rules at any time in the interests of safety, 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.

General Info:

- ↪ This class is intended for people who don't want to spend a lot of time and money to go racing.
- ↪ Races will be run on the 1/4 mile infield track.
- ↪ Any unsafe situations the race will be temporarily stopped with red flag.
- ↪ Any driver that is considered to be driving in an unsafe manner will be disqualified and not allowed to continue.
- ↪ Rough driving, verbal abuse or inappropriate behavior will not be tolerated. No further warning will be given. If violated, the team may be disqualified. 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".
- ↪ The safety of each car and all equipment is the complete responsibility of the driver/owner, and the driver/owner acknowledges this responsibility by participating in any activity at Ohsweken Speedway.
- ↪ Car claim rule will be established if participants start to over spend for this class.
- ↪ All cars participating are subject to technical inspection.
- ↪ Any cars with illegal non-stock parts will be disqualified and could be subject to suspension or disallowed to race in this class indefinitely.
- ↪ 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.
- ↪ 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.
- ↪ **Helmets MUST BE WORN anytime that the race car is in motion.**

If you are not sure of anything on your car check with an official before the race.

ANY CAR THAT IS EXCESSIVELY RUSTED OR BATTERED THAT IT IS UNSAFE WILL NOT BE ALLOWED TO COMPETE.

Technical Inspection:

Ohsweken Speedway reserves the right to perform technical inspection on and car at any time.

POST RACE Technical inspection carried out within the confines of the Tech Barn will be completed under the following guideline:

- Cars to be inspected MUST proceed immediately to the Tech Inspection area after exiting the race track;
- No team members are allowed to touch or remove any part of the race car without receiving prior approval of the HEAD TECH OFFICIAL; (remember the area between the tech barn and the turn two exit is restricted)
- Cars (with Driver) must enter the tech area as instructed by inspectors. Drivers must be move their racecar onto scales or be assisted by track officials only if needed;
- Access in the tech barn will be restricted to the car driver and two crew members. Each will be issued an inspection area pass (maximum 3 per car) that must be worn at all times while inspection is taking place and surrendered to the head tech inspector when inspection is complete;
- The team is responsible for preparing only the area(s) of the race car for inspection as requested by the HEAD TECH OFFICIAL in a timely manner;

Any participant (team) who refuses to allow tech officials to inspect their car at any time or follow inspection directions and procedures will be subject to the following:

- ↪ Immediate 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. (Show up Points will be awarded)
- ↪ 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. (Attendance record will not be affected for year-end perfect attendance award)

- ↵ 1.1 - An approved DOT full face helmet must be worn in all race events.
- ↵ 1.2 - Helmet must be in good condition.
- ↵ 1.3 - Snell 95 or better .
- ↵ 1.4 - Eye protection must be worn if the helmet has no visor.
- ↵ 1.5 - Stock seat belt allowed must be in good condition.
- ↵ 1.6 - 5 point racing belts recommended.
- ↵ 1.7 - Drivers fire suit and gloves recommended.
- ↵ 1.8 - Treated long pants and treated long sleeve shirt required. (*Flame retardant solution 6oz. Boric acid, 1 gallon water, 9oz. Borax. Soak in solution, do not rinse. Soak in solution after washing.*)
- ↵ 1.9 - Window net recommended.
- ↵ 1.10 - All cars must have a push off pull on type switch to shut off electric fuel pump mounted on the roof.
- ↵ 1.11 - Roll bar mandatory. Roll cage recommended. Door bars recommended.
- ↵ 1.12 - All cars must have a charged fire extinguisher securely mounted.

2.0 - CARS PERMITTED

- ↵ 2.1 - 1984 and newer STOCK 3, 4, 5 or 6 cylinder cars.
- ↵ 2.2 - MAXIMUM ENGINE SIZE 3.1 LITERS.
- ↵ 2.3 - Any 2 door, 4 door sedan, hatch back or wagon.
- ↵ 2.4 - Must be over 90" wheelbase.
- ↵ 2.5 - 5 and 6 CYLINDER CARS MUST HAVE AUTOMATIC TRANSMISSION.
- ↵ 2.6 - NO TURBO CARS, NO SUPERCHARGED CARS, NO ROTARY ENGINE CARS.
- ↵ 2.7 - NO VANS, NO TRUCKS, NO CONVERTIBLES.
- ↵ 2.8 - 4 WHEEL DRIVE CARS WILL ONLY BE ALLOWED WITH REAR DRIVE SHAFT REMOVED.

3.0 - BODY

- ↵ 3.1 - Doors must be welded, bolted, chained or wired shut.
- ↵ 3.2 - Maximum 12"x 72" x 1/4" plate allowed on doors must be bolted with a minimum of 4 heavy bolts.
- ↵ 3.3 - Hood can be wired, chained or bolted shut. Hood pins are allowed.
- ↵ 3.4 - Hood must have a minimum 15" hole if no hood pins are used for quick access.
- ↵ 3.5 - No gutting of hood, roof or any interior metal.
- ↵ 3.6 - Sunroof must be replaced with metal.
- ↵ 3.7 - Bumpers can be from another car but cannot be wider than original bumper (no sharp edges). No homemade bumpers. Must start with front bumper rear bumper is optional. Rear bumper must be chained or wired so it won't fall off.
- ↵ 3.8 - Hatch or trunk lid can be removed.
- ↵ 3.9 - Wheel arches can be trimmed for wheel clearance.
- ↵ 3.10 - All glass and flammable material must be removed with the exception of:
 - 3.10.1 - Stock type driver's seat, headrest mandatory. Racing seat allowed. No fiberglass seats.
 - 3.10.2 - Dashboard can be removed or can remain.
- ↵ 3.11 - Stock steering column only.
- ↵ 3.12 - All taillights headlights, trim, door handles must be removed.
- ↵ 3.13 - Paint and Numbers must be neat. NO VULGAR Writing or Pictures allowed.

4.0 - ROLL BAR

- ↵ 4.1 - A minimum two point roll bar mandatory. Must be minimum 1 3/4" X .095" round or square tubing welded to 6" X 6" X 3/16" plate welded or bolted to floor with minimum four 7/16" bolts with large washers on top and 6"x6"x1/8" plate under the floor pan. A 2" bar running horizontally between the uprights approximately 3" above the floor is recommended to provide lateral stability.
- ↵ 4.2 - A horizontal bar must welded or bolted to the left doorpost and right doorpost and must be welded or bolted to the roll bar.
- ↵ 4.3 - Four door cars can weld or bolt the horizontal bar to the left rear door panel and right doorpost and must be welded or bolted to the roll bar.
- ↵ 4.4 - One drivers door bar a minimum of 1-3/4" x 0.095" is MANDATORY or a minimum 8" x 1/4" door plate bolted with a minimum of 8 bolts or a 1" x 2" x 3/16" rub rail bolted with a minimum of 8 bolts. Bolts must be a minimum of 7/16" or 1/2" carriage bolts. Must be bolted tightly to the body with large washers included. Rub rails are also allowed on the passenger side doors.

5.0 - ROLL CAGE

- ↵ 5.1 - Roll cage allowed and recommended.
- ↵ 5.2 - Two horizontal bars to protect the radiator are allowed. Maximum 2" tubing with two vertical supports. Bars must be under the hood or bumper. No bracing forward or back. No other bars are allowed forward of the front firewall.

6.0 - WINDSHIELD

- ↵ 6.1 - COMPLETE WINDSHIELD AREA MUST be replaced with 1" heavy gauge mesh.
- ↵ 6.2 - With minimum of one 1" solid bar or minimum 1 1/4" x 0.095" tubing or 1 1/2" x 3/16" flat bar in the center of the windshield area.

7.0 - BATTERY

- ↵ 7.1 - Can be moved and must be securely mounted to floor.
- ↵ 7.2 - Must be in a spill proof container.

8.0 - FUEL TANK

- ↵ 8.1 - Original gas tank in original position under rear floor allowed. Must have secure straps and no leaks.
- ↵ 8.2 - Gas tank that is under trunk floor must be replaced with a steel fuel tank with a maximum capacity of eight gallons or racing fuel cell.
 - 8.2.1 - Must be placed in trunk.
 - 8.2.2 - Must be securely mounted with a minimum of two straps 1" x 1/8" bolted to trunk floor.
- ↵ 8.3 - NO STOCK TANKS IN TRUNK.
- ↵ 8.4 - Rubber fuel line cannot run inside the car interior.
- ↵ 8.5 - No leaking fuel lines.
- ↵ 8.6 - Steel fuel filters only (*no plastic filters*).

9.0 - BRAKES

- ↵ 9.1 - Brakes must be working.
- ↵ 9.2 - NO BRAKE SHUT OFFS.

10.0 - FIREWALL

- ↵ 10.1 - Cars must have a minimum 22 gauge steel rear firewall if gas tank is in the trunk area.
- ↵ 10.2 - Holes in front firewall must be patched with minimum 22 gauge steel.

11.0 - WHEELS AND TIRES

- ↵ 11.1 - Any steel or aluminum rims, within 1" of stock offset, maximum 7" measured bead to bead. 55; 60; 65; 70; 75 or 80 series DOT Street tires only.
- ↵ 11.2 - Ice Tires and snow tires allowed.
- ↵ 11.3 - Temporary spares allowed.
- ↵ 11.4 - Inner tubes allowed.
- ↵ 11.5 - No solid tires.
- ↵ 11.6 - No racing tires.
- ↵ 11.7 - No tire shaving, grooving or sipping.
- ↵ 11.8 - Hub caps and wheel weights must be removed.

12.0 - SUSPENSION

- ↵ 12.1 - Springs, shocks, steering, and bushings must be stock or stock replacement.
- ↵ 12.2 - No spring spacers.
- ↵ 12.3 - All suspension must be stock with NO MODIFICATIONS OR RACING PARTS.

13.0 - COOLING SYSTEM

- ↵ 13.1 - No anti-freeze. WATER ONLY.
- ↵ 13.2 - Cooling system must be flushed with water.
- ↵ 13.3 - Any automobile radiator allowed.
- ↵ 13.4 - Any electric fan allowed.

14.0 - ENGINE

- ↵ 14.1 - Must be stock.
- ↵ 14.2 - NO MODIFICATIONS.
- ↵ 14.3 - NO PERFORMANCE UPGRADES.
- ↵ 14.4 - 4 valves per cylinder allowed.
- ↵ 14.5 - No turbos, superchargers or rotary engines.
- ↵ 14.6 - Must have air filter element.
- ↵ 14.7 - Aftermarket performance filters and cone type filters allowed.

15.0 - TRANSMISSION

- ↙ 15.1 - Stock transmission only.
- ↙ 15.2 - 3 and 4 cylinder manual or automatic transmission.
- ↙ 15.3 - 5 and 6 cylinder automatic transmission only.

16.0 - DIFFERENTIALS

- ↙ 16.1 - OPEN ONLY.
- ↙ 16.2 - NO WELDED.
- ↙ 16.3 - FACTORY LIMITED SLIP ALLOWED.
- ↙ 16.4 - FACTORY POSI –TRACK DIFFERENTIALS ALLOWED.

17.0 - 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.

17.1 - REGISTRATION: - 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.

17.2 - YEAR END POINT FUND DISTRIBUTION: - Will be awarded to the top ten drivers who have participated in 80% of all scheduled point events during the race season.

17.3 - TEAM “co-DRIVERS”: – Points will be awarded to any registered Team as follows;

- ↙ 17.3.1 – Teams who wish to utilize more than one driver during the season must declare when registering the car for the season.
- ↙ 17.3.2 – All drivers on the “Team” must be registered members of Ohsweken Speedway.
- ↙ 17.3.3 - Points won will be awarded for each point event regardless of which member driver competes.
- ↙ 17.3.4 – 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 their own by the Director of Racing Operations and a relief driver may be allowed to compete for the injured driver.
 - 17.3.4.1 – The relief driver must draw for the evening heat race starting position like all other drivers.
 - 17.3.4.2 – The relief driver must take out an Ohsweken Membership.
 - 17.3.4.3 – The relief driver must start scratch in the heat race which they are assigned.
 - 17.3.4.4 – Starting position for the “A” Main will be as earned from the heat race result however they will not be allowed to take part in the redraw. If they qualify for the redraw, they will start behind all other drivers in the redraw.
 - 17.3.4.5 – Championship points earned for the night will be assigned to the registered member driver being replaced.

17.4 - **SHOW POINTS:** - Will be awarded to any registered Driver as follows;

↪ 17.4.1 - **25** 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.

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

↪ 17.5.1 - **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.

↪ 17.5.2 - No Points will be awarded for any heat races run.

↪ 17.5.3 - **BOMBERS** will run a 6 lap non point paying heat race after the MINI STOCK heats if ten or more cars are present at scheduled race time (7:45PM).

↪ 17.5.3.1 – Heats (2 x 6 laps) if 10 or more at race time.

↪ 17.5.3.2 – if more than 16 cars:

- 6 qualify from each heat to “A” Main (normally 12 laps)
 - line up in “A” Main by handicapping.
- Rest to (8 lap) “B” Main
 - lineup will be by heat race finish.
 - 4 qualify to “A” Main and tag the back of qualified cars in order of “B” Main finish.

↪ 17.5.4 - No Points will be awarded to any member driver who is scheduled for any race and fails to start.

“B” MAIN

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

↪ 17.5.5 - **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
2. - 81	7. - 70	12. - 60	17. - 50
3. - 78	8. - 68	13. - 58	18. - 48
4. - 76	9. - 66	14. - 56	19. - 46
5. - 74	10. - 64	15. - 54	20. - 44

17.6 - FINAL POINT TABULATION: - *The "MULLIGAN SYSTEM" will be used in 2012 in the BOMBER Division.*

- ↪ 17.6.1 - Following the conclusion of the evenings racing program on Friday, August 10th, the statistician will remove the weekly points accumulated that is the lowest number for one night for all drivers who have accumulated points over the course of the season. This will allow each 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"*). **Nights where point totals were low due to penalties being assessed (including suspensions) may not be used as your Mulligan.** The final four full nights of point racing will not be eligible for application of this rule.
- ↪ 17.6.2 - Following the conclusion of the evening's racing program on Friday, September 7th, the 2012 Point Champion will be awarded to the driver (co-drivers) who have accumulated the most points over the season.

18.0 – HANDICAPPING & LINE UPS:

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 BOMBER DIVISION IN 2012.

18.1 - 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.

18.2 - 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.

18.3 - NIGHTLY ENTRY DECLARATION FOR HANDICAPPING: CUT OFF TIME FOR HANDICAPPING IS FIFTEEN MINUTES BEFORE SCHEDULED RACE TIME. AFTER THAT, CARS THAT SIGN IN FOR THE EVENINGS PROGRAM 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 "FEATURE".

18.4 - 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:

↪ 18.4.1 - Top two to redraw if four heats are required. Three will qualify for the "Feature".

↪ 18.4.1.1 - 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 "A" 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. 4 cars will qualify for the "A" Main and line straight up behind the heat race qualified cars. Maximum 16 cars to start the "A" Main".

↪ 18.4.2 - Top three to redraw if three heats are required. Four will qualify for the "Feature".

↪ 18.4.2.1 - 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. 4 cars will qualify for the "A" Main and line straight up behind the heat race qualified cars. Maximum 16 cars to start the "A" Main.

↪ 18.4.3 - Top four to redraw if only two heats are required. Five will qualify for the "A" Main.

↪ 18.4.4 - 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.

18.5 - HEAT RACE LINEUPS: (*night #2 and Beyond*)

- ↪ 18.5.1 - Heat race line ups will be determined by the number of entries on each night.
- ↪ 18.5.2 - Current points will be used to set the heat race starting orders.
- ↪ 8.5.3 - 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.
- ↪ 18.5.4 - 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.
- ↪ 18.5.5 - 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.
- ↪ 18.5.6 – Six cars will qualify from each heat As long as a two heat system is used and be lined up for the “A” Main using Handicapping. If more than two heats are required the qualifying numbers will be adjusted.
- ↪ 18.5.7 – Four additional cars will qualify from a “B” Main (if necessary) and line up for the feature based on their finish in the “B” Main.
- Maximum 16 cars to start the “A” Main.

18.6 - NEW CAR HANDICAPPING POINTS:

- ↪ 18.6.1 – New cars will start behind all handicapped cars.
- ↪ 18.6.2 – 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.

18.7 - Mid SEASON & SEASON CHAMPIONSHIP EVENTS:

- ↪ 18.7.1 - Regular weekly handicapping system will apply.

The season championship event will be held on Friday, September 7th.

19.0 - ROOKIE OF THE YEAR ELLIGABILITY:

- ↪ *No “Rookie of the Year” will be awarded in this division.*

For track info go to www.ohswekenspeedway.com

Any questions regarding rules contact Jim Van Dyk @519-784-7344