



# **2012 OFFICIAL RULE BOOK**

**General Rules  
Late Model Rules  
Thunder Car Rules  
Mini Stock Rules  
FWD Pure Stock Rules**

# FLAMBORO SPEEDWAY

## 2012 Official Rule Book

Flamboro Speedway urges you to carefully study these rules and become familiar with all aspects of Flamboro Racing. By **YOUR** participation in race events at Flamboro, competitors will be deemed to have agreed to comply with these rules.

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 conditions of all events, and the participants are deemed to have complied with these rules.

**NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 a participant, spectator, or official.

The race director shall be empowered to permit minor deviation from any of these specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF THE SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is **FINAL**.

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# FLAMBORO SPEEDWAY

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## **IN ACCORDANCE WITH FLAMBOROUGH TOWNSHIP BY-LAWS, THE FOLLOWING RULES SHALL APPLY AND WILL BE STRICTLY ENFORCED.**

- A) No stopping or parking on the public road (Conc. 5). Participants must enter the speedway property and line up one behind the other - 2 or 3 abreast as needed. (Leaving the entrance and on-property road-ways free and clear.)
- B) **Every one must vacate the Speedway property by 12:30 a.m.** with the exception of those owners whose cars are under protest or undergoing technical inspection.
- C) NO camping allowed on Speedway property. Overnight parking is permitted.

## **GENERAL RULES**

1. Before entering the pit area, all passengers, crews and family must exit the vehicles and use the "pedestrian" walk-through gate.
2. All drivers and crew members entering the pit area must sign a release form (waiver sheet) in person. Anyone caught forging a name on any release form will be ejected from the facility and may be subject to criminal charges.
3. Each driver must complete the required registration form and driver license, and pay the assigned registration (license) fee in-full before being allowed to compete at Flamboro Speedway. Drivers who wish to race in more than one division will require a membership/license for each division. Drivers under 18 years of age must present a notarized release in writing from his/her legal guardian or parents prior to competing or being allowed onto the racing surface.
4. No drinking of any alcoholic beverages or use of drugs is allowed in the pit area prior to or during racing events. The Race Event is not considered complete until the final checkered flag of the final race has been shown. Any person with signs of alcohol or drugs about him/her will be removed from the pit area and may receive a further suspension of a minimum one-race meet.
5. No radios or electronic means of communications, other than the **track-mandated one-way radio system**, will be allowed in pit area or race cars, Late Model division excluded. Each driver on the speedway, including Late Model, is required to have a receiver capable of monitoring "speedway control" at **451.7125uhf** (channel 138 on the Race-ceiver). This frequency takes precedence over all others and will be used to communicate race information to the drivers on the speedway. Failure to follow directions on the one-way radio will result in penalties. It is the driver's responsibility to make sure his/her one-way radio receiver is working properly.  
For the Late Model Division, Flamboro Speedway recognizes the use of spotters to communicate to a driver via a personal two-way radio however, the driver must respond to any instruction from the Flamboro Speedway one-way radio within a single lap in order to avoid penalty. **All two-way radio frequencies MUST be registered with the speedway.** Spotters may, at the track's discretion, be required to stand/sit in a prescribed area during competition by the Late Model division.
6. Upon entering the pit area, all cars will be subject to a safety inspection by Pit Stewards. A bright coloured sticker will be placed on the windshield to signify car may proceed on to track for warm-ups. No car is allowed on the track until the driver has signed in with the handicapper in the Pit Tower. The Driver who signs in a car must race same all night, unless an exception is granted by the race director and reported to the handicapper.

7. Whenever possible, warm-up laps will be allowed before race time but are not guaranteed. No cars will be allowed on the track unless management gives approval.
8. Ambulance and Fire truck must be in position prior to any car entering the speedway. Under no circumstances will a car be allowed practice laps once the race program has begun, except at the discretion of the Race Director for safety reasons.
9. It is mandatory that all DRIVERS attend any drivers meeting called at a race event. At this time there will be no running of engines (generators or car engines) in order that everyone can hear the information and instructions. Drivers who miss the meeting will start scratch in their first heat.
10. Any driver, car owner, crew member or anyone engaging in abusive, threatening and/or fighting behaviour on the track or in the pit area shall be subject to suspension. Penalty will be loss of all points and money accumulated for the race meet, and/or further suspension at the discretion of the race director and speedway management. Past precedent has been First offence punishable by DQ for the night and a two-week suspension; Second offence punishable by suspension for one calendar year of the car and the driver, separately or together. Further punishments may be levied as deemed necessary by the Race Director. ANY RACE MEET SUSPENSIONS ISSUED WILL BE SERVED VIA COMPLETED EVENTS ONLY. Rained-out events will NOT be considered as having served the suspension.
11. Anyone who, by word or deed, disrupts, impedes, jeopardizes or in any manner hinders the smooth and orderly presentation of the racing program, or anyone who commits, or causes to be committed any action detrimental to the racing program at the Speedway, shall be held responsible for their actions and will be held personally responsible for any losses incurred by the Speedway. Penalty could include a lifetime suspension to the offender(s). Any driver who intentionally delays the race program on the speedway by forcing or awaiting a caution flag unnecessarily will be penalized up to and including disqualification from that race event.
12. No individuals or representatives or any group will be recognized in any discussion or dispute unless he/she is a registered driver and has submitted appropriate protest forms.
13. No participant or crewmember is allowed on the track at any time, either prior to or during the race meet, unless an official in charge gives permission. Penalty will be disqualification for the balance of the race meet to driver of car involved, plus any further penalties deemed appropriate by the Race Director.
14. It is MANDATORY that all drivers helmets will be D.O.T. approved and meet Snell 2000 or newer standards, and that drivers wear driving suits of fire resistant material that effectively covers the body from neck to ankles and wrists. It is also recommended that drivers wear complete, full coverage fire-resistant underwear, socks, shoes, laces and gloves.
15. The head or arm of any driver shall not extend outside the door of a closed body race car while driven in any event or on track. At no time will more than one person occupy a race car.

## 16 RACE RULES

- (a) Any driver who willfully disobeys a flag, light signal or direct instruction via the one-way radio system will be subject to any penalty deemed appropriate by the Starter.
- (b) On all original starts and re-starts, cars are to line up 2 abreast. No passing allowed before the start/finish line on original starts. On restarts passing is allowed

once the green flag/light is shown. Cars are to maintain a pace equal to that set by the official pace vehicle, and must maintain that minimum pace once the pace vehicle moves to leave the track. Pole sitter must NOT reduce the pace heading to the green flag or he/she will face a penalty. Pole sitter must create a safe start environment for all competitors, and should not be accelerating to racing speed prior to the line on the wall on the front straightaway. Cars moving out of line or jumping before the green will be penalized positions accordingly. Once cars have taken the side-by-side positions, should a car fall out of the line-up for any reason, the line from which that car went out shall move up to fill the gap. There will be no overall shuffling to adjust the field.

(c) Any driver who gets out of his/her car after the start of a race will automatically assume scratch position. Any driver stopping on the track, other than to consult with the starter at the starter's instruction, will assume scratch position.

If a driver is the cause of two caution flags for actions on the race track, he/she will be black-flagged and sent off the race track. This will include losing control of your race car on your own, and/or making contact with another car.

(d) No repairs of any nature and no re-fuelling will be permitted on the track at any time. Penalty will be disqualification from race. A car may pull to the infield and driver ONLY may make minor repairs (e.g.) Pulling out fender, and assume scratch position on return.

(e) Once a yellow flag is shown, all cars must remain in single file within a reasonable distance of each other. Lead car is responsible for maintaining the proper speed (as indicated by starter or pace car.)

(f) In the event of an accident in the last lap that constitutes a yellow or red flag, the race will be called complete, with the cars involved in the accident being placed at the back.

(g) In all finishes, cars will be paid or awarded points according to most laps travelled in the least amount of time, regardless of whether the car is still running or not. Any penalties issued after the race will be in the form of points and/or money "fined" from the scored finish position.

(h) In the event a race must be stopped due to a serious problem, it can be called complete any time after the halfway mark. On all restarts, the line-up will be taken from the last completed lap with accident cars assuming scratch position. A lap is considered complete when the lead car crosses the start/finish line. Cars that have not crossed the start-finish at the time of the flag will be scored according to their position in the last completed lap.

(i) Cars considered to be involved in an accident are: cars physically involved, spinning out, going backwards or drastically off the track at, or during the time of the yellow or red flag being shown (except when track is completely blocked). Decisions will be at the discretion of the starter.

(k) Pull to the infield (well off the track) if experiencing difficulty or if shown the black flag.

(l) Unless otherwise stated at a driver's meeting, any car that goes off the track by four wheels may return to the race, only in a safe manner, without jeopardizing the race in progress. If driver is responsible for any accident or incident while reentering the race, he/she will be subject to disqualification and/or suspension.

15. If the field is wet and muddy, any car that enters the infield during a race in progress will not be allowed to resume racing. This will be known as "the Infield Rule."

16. Re-entry to the track from the pits under racing conditions is permitted during feature races only, and only under direction of track staff. Any driver approaching

the gate to re-enter the race track must be under control and able to stop at the gate safely if requested. No flying re-entry will be permitted, and any driver who does not re-enter the race track as described here will be black flagged from continuing. Drivers who do not take the original green flag for a feature race will not be permitted to join the race once it is underway (all divisions).

17. Cool-down or cruise lap is to be run at the end of every heat, consi and feature race - obeying all signals from track officials. Failure to take the cool-down or cruise lap will result in penalty equal to being scored as last running car. On victory lap, winner will cruise on the inside portion of the track, stopping in front of the starter's stand.

18. All cars must surrender the right of way to Ambulance, Tow Trucks and Track Maintenance Crews.

### **HANDICAPPING RULES**

19. All drivers (no substitutes) must sign-in at each event. All drivers must qualify for the feature based on the format decided by the Speedway. Failure to sign-in prior to taking a car onto the race track will result in a scratch position start for the night's event (heats and feature).

### **HANDICAPPING SYSTEM**

Heat races will be set up based on the average points, defined as points earned, divided by the number of events run by individual driver, except for cars asking to go scratch. Any driver who misses a race event will be placed at the back of the fast car heat line-up, regardless of handicapped position, upon his/her first night return. In order to be entered into the feature race, the driver must make an attempt to qualify by starting either a heat or consi race. Any car that has not taken a green flag in either a heat or a consi will not be qualified to run the feature race. Qualified cars will take the earned positions and non-qualified drivers will be permitted to complete the field as promoter's provisionals. In order to be allowed into the race as a provisional, you and your car must have been signed-in and in attendance when the first green flag of the event (not your division) flies. Drivers and cars that show up at the pit gate after the racing program has begun will NOT be permitted a provisional start. Cars that do not finish the required number of laps in the heat or consi will be considered non-qualified cars. Where fewer than the designated number of cars (24) have qualified to the feature, non-finishers from the consi will be added based on "last one out, first one in" practice as a promoter's option to fill the field. The promoter still has the option to add a provisional starter. Cars asking to scratch, either to the handicapper or by choosing to start a heat in the scratch position, means the driver must run scratch for the full event, and will be placed at the back of each heat race line-up, consi and feature for the night. All drivers will start the heat races in the spot determined by the points average, provided they are in good standing and have signed-in according to track policies. Special events will determine starting order based on the format posted.

A driver who has qualified to the feature, but whose car suffers damage or breakdown that prohibits it from competition, may borrow another qualified car in order to continue the event. In this situation, the driver shall assume scratch position in the feature, and any points earned in the feature will be awarded to the driver and the owner of the borrowed car. The owner of the car that was unable to continue will now receive any earned heat race points plus show-up points, but no

racing points from the feature. The driver who gave up his car will receive only points earned in qualifying plus show-up points.

Current day penalties will be considered in the scoring of points and placement in the starting fields for subsequent races. A driver who receives a DQ for the night (ie. no points, no money) will be prohibited from further competition at that event. The resulting 0-point score for the event will result in disqualification from perfect attendance.

It is the driver's responsibility to see that the race handicapper is notified of any and all changes. All line-ups will be posted prior to race time. Driver is responsible for knowing his/her starting position. Failure to take the assigned /position in the pit line-up prior to the race will result in forfeiture of position. Any questions regarding starting positions must be directed to the race handicapper. Any questions regarding finishing positions must first be directed to the handicapper who will then consult with the Head Scorer.

### **Consi Race Line up:**

The consi line-up will be set up based on the results of the current day heat races in the following order:

1. Cars that finished the heat races but did not reach qualifying positions for the feature, but remain in good standing (no penalties on track or in tech inspection). Cars will be placed into the Consi as best finishing non-qualified driver from the first heat, best finishing non-qualified driver from the second heat, best finishing non-qualified driver from the third heat, second-best finishing non-qualified driver from heat one, second-best finishing non-qualified driver from heat two, second-best finishing non-qualified driver from heat three, etc.
2. Cars that started, but did not finish but remain in good standing (no penalties on track or in tech inspection). They will be added in the same way described above.
3. Cars that did not start in the current day heats and are able to race.
4. Cars that were penalized on track or in tech inspection, subject to the decision of the Race Director.
5. Cars asking to scratch.

### **Feature Race Line up:**

When setting up the feature line-up, average points will determine the order. Average points are defined as total points earned divided by the number of events each individual driver has run (not events run at the speedway). Points will be awarded to individual drivers for handicap purposes. A driver with no nights run shall be considered as zero points, divided by zero nights run, an infinite number considered the highest possible score, and shall be placed into the line-up accordingly.

When setting up the feature race line-up, the qualified cars from the heat races, to a maximum of 18, will be inverted according to the definition above. The feature winner from the previous regular event will start at the back of the qualified cars at their next event, provided they are a qualified car. Any driver who misses a race event will be placed at the back of the qualified cars provided he/she is a qualified car, upon his/her first night return. If a driver fails to qualify for the feature through the heats, and enters through the consi or provisional, he/she will assume that determined starting position. A full field for any event shall be considered to be 24 cars (30 for Mini Stock), subject to additions per promoter option or provisional. Any

cars starting a race via a promoter option or provisional shall start behind the qualified cars from both heats and consi races. At no time shall a full field of cars exceed 30. Field size for special events will be advertised in advance of the event. Provisional starting positions shall be defined as past champions of Flamboro Speedway for the division in which the driver is to compete (Late Model in Late Model). All other decisions to place a car into a feature race behind qualified cars will be considered Promoter's options and will be made solely at the discretion of the promoter.

### **Points**

Any penalties, either on-track or in tech inspection, shall be reflected in the feature line-up at the direction and discretion of the Race Director, and points earned at those events under those circumstances will be used in calculating the points average. Any driver, who does not compete in the Feature by choice or default, will receive show-up points in lieu of a feature finish, and that event will NOT be included in the handicap average. Only racing points, where a driver has competed and been given a finishing position in the feature race, will be considered in the handicap average.

A driver serving a DQ or suspension (no points, no money) shall not have the event included in the calculation of his/her average. The average shall only be calculated from events where racing points have been recorded, thus the DQ or suspension will not impact the driver points average.

Points will be awarded to the car number at each race event to determine the championship car/team. The registered owner of that car will be awarded the point fund prizes based on the total points earned for that car/number. There is no limit to the number of different drivers who may accumulate points to a single car/team. Drivers will also be tracked by performance points, and those points will be used to calculate handicap averages and the Driver Champions of the season. Drivers earning the most points will be receiving the trophies based on points earned. Individual performance will be the determining factor in deciding the division championships. Drivers who sign-in with one car and through circumstances change cars for the event will receive their driver's points. Owner points will go to the registered owner of the car on file. Renting or leasing of cars for an event will not be considered an ownership change. Show-up points for Invitationals will be awarded to the car owner, and no driver points will be issued.

Drivers must meet the necessary criteria as set out in the rulebook to be eligible for point fund and contingency awards. A Flamboro Speedway membership (license) is required in order to compete at Flamboro Speedway events (except invitational events).

Flamboro Speedway reserves the right to request and require a driver to start in other than their assigned position where the officials determine that the driver (by talent, ability, skill or mechanical issue) may pose a danger to himself/herself or others. The driver will be consulted by the Race Director prior to such ruling be imposed. Failure to comply with the request will result in disqualification or suspension.

### **PAINT AND LETTERING**

20. All cars must be neatly and brightly painted. Race cars must be presentable in appearance at all times. Cars that are considered improperly prepared may be rejected by the tech committee at any event (NO BATTERED CARS). Numbers will be assigned by the track using a maximum of two digits, 0 - 99, 00 - 09. NO letters

or symbols will be allowed. Numbers shall be on both sides of car (and on roof), **block style numbers only**, in minimum 24" by 3" wide letters (roof numbers read from passenger side) and **in a colour that distinctly contrasts to the car**. All numbers must be visible to and legible to the scorer's tower on the front straightaway. No trick numbers. No gold or silver numbers. No reflective type numbers. Officials may require a change to numbers deemed "unreadable." Failure to make the changes may result in the car not being scored. A minimum 4" high number on both the upper right corner of the windshield and tail light caps is required for line-up purposes.

## **PROTEST PROCEDURES**

21. Protest forms may be obtained from the track handicapper in the pit tower. Protests are to be handed to the handicapper after the completion of a race - NOT DURING. Protests will only be accepted from a registered driver "in good standing" at Flamboro Speedway, and only for a protest against a car/driver within the same division. Any protest involving the teardown or claim of an engine MUST be made in writing and submitted to the Handicapper with the appropriate fee IN FULL within the specified time limit (15 minutes after the end of the feature race). Failure to meet any of the above conditions will result in the protest being void. The handicapper will issue a receipt for the amount paid to the protesting driver, and the protest will be handed over to the Race Director who will then serve notice of the protest to the affected driver. Under no circumstances is the protest to be delivered directly to the tech officials. Once notified that the engine is the subject of a protest, the driver of the affected car will have 45 minutes in which to comply by having the engine ready for removal. Failure to do so will be considered a refusal and penalties assessed as above.

Every attempt will be made to resolve formal protests before the conclusion of a race meet, however; if this is not possible, track management will, at their discretion, hold back all pay-offs, points and positions until a fair decision can be reached. All parties concerned will be informed of the results before the next scheduled race meet whenever possible. All decisions are final. Anyone who persists in arguing with, or striking an official will be fined or suspended or both. **AT NO TIME** is any driver or pit crewmember allowed to approach the starters' or scorers' towers to dispute a decision. Any protests involving a scored finish must be handed, **in writing** to the handicapper within 10 minutes of the completion of the protested race. Any technical protests must be handed to the Handicapper within 15 minutes after the completion of the race in which the protested car has just competed. Officials will not discuss or consider any protest not submitted in writing. A visual inspection, i.e. without the use of tools or equipment, must be accompanied with a \$30.00 protest fee. A cube check will also require a \$30.00 protest fee.

## **TEAR DOWN**

If the protest involves the tear down of a competitors' engine, the protest fee is \$100.00. The driver protesting must remain at the track until the tear down has been completed. If the engine is found to be illegal, the full amount of \$100.00 will be returned to the protester and track management will assess the penalties. If the engine is found to be legal, \$100.00 will be awarded to the driver of the protested car. Cash must be presented to the handicapper (obtain a receipt) before the start of the Feature race.

During inspection of a protested car, the only authorized persons in attendance shall be the registered driver and or registered owner of the **PROTESTED** car. The Race

Director may request weight, cube or engine teardown at any time. Track will pay legal car \$50.00 for teardown. No pay for cube or visual check. Race Director may require both heads and/or oil pan or any other part(s) to be removed to check legality.

### **FLAG RULES**

GREEN FLAG: START of the RACE: a car that is not on the track when the green flag is displayed may not enter the race.

YELLOW FLAG: The yellow flag signifies caution and will be given to the first car passing the starter. All cars must immediately slow down and fall into a single line until a line-up is established. No car may, unless directed, pass. All drivers will pay attention to the one-way radio instructions at this time. Failure to take up position indicated by track officials can result in penalty, including disqualification from the race. A driver may request a scorer's check on position. Decisions then become final.

RED FLAG: The red flag means there is danger in continuing the race. All cars must, as quickly and as safely as possible, come to a complete stop. Anyone disobeying the red flag will be disqualified. Starter or track maintenance will motion any car(s) to move for reasons of safety. All drivers will pay attention to the one-way radio instructions at this time. Those drivers not involved in the incident will remain in their cars unless otherwise instructed.

BLACK FLAG: The black flag signals that a penalty has been issued, and will be given to any driver who, in the judgment of the starter, is unable to continue for any reason, including unnecessarily rough driving, failure to maintain competitive speed, blocking or any other reason. When the black flag is thrown those drivers who cross beneath it will pay attention to the one-way radio instructions. Failure to obey the black flag instructions to slow down or take the car to the infield or pits will result in disqualification from the race and/or possible suspension.

WHITE FLAG: On all starts and restarts, the white flag signifies one lap before the green. The white flag will also be shown one lap before the completion of the race. Once the white flag has been shown and a caution situation occurs, the checkered flag will immediately follow and the race will be called complete. The scored finish will be taken from the white lap with accident cars being placed at the back in accordance with their running positions and laps completed.

CHECKERED FLAG: The race is over.

### **NOTE:**

Flamboro Speedway management reserves the right to accept or deny any membership, entry, admission fee, or participation in any racing event.



# 2012 LATE MODEL RULES

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# FLAMBORO SPEEDWAY LATE MODEL RULES 2012

*IF IT DOESN'T SAY YOU CAN DO IT, ASK THE RACE DIRECTOR FIRST.*

Late Models are open to any make and model North American built car in this current year or previous 10 years (2002). Cars are required to have a minimum wheelbase of 105". Any two (2)-door hardtop sedan or sport coupe will be permitted. No unibody. No compact or sub-compact bodies. E.g. Vega, S10. No trucks.

1. Exterior body panels should be ABC style, and may be aluminum, plastic, or steel. No fiberglass body pieces allowed. All vehicle bodies shall be complete at the start of each event.

*PLEASE SEE INCLUDED DIAGRAM FOR BODY DIMENSIONS.*

2. Front and rear bumper cover to retain stock appearance. No widening of front or rear covers. No flares or extensions to extend past the wheel tread width. Side scrub rails will be a maximum of 1" x 2" rectangular steel tubing and bolted flush to the body between the rear of the front wheel opening and the front of the rear wheel opening. Scrub rail must follow contour of car, no sharp edges on rails. Carriage bolts only to attach the rails.

3. FENDERS may be bubbled or flared for tire clearance. Fender opening shall be no greater than required for tire clearance.

4. NUMBERS must be 24" high x 3" wide, painted or decaled on BOTH doors and the ROOF in a contrasting colour to the car. A 4" high number is required on both rear light openings and a 4" high white number must be displayed on the upper right hand side of the windshield. (See pg 6 of General Rules for additional info.)

5. BODY HEIGHT: Must have a minimum height of 46" - all the way across the roof at the centre of the driver's window with the driver out of the car. Roof cannot be lowered towards the rear of the vehicle and must be supported at rear window. (Roof cannot collapse at speed. Body panels must be minimum of 4" above the ground. Minimum ground clearance between the ground and a side frame rail is 4" with the driver out of the car.

5A. REAR SPOILER - maximum of 5" of material from the crease at the rear of the trunk lid. No bracing or side pods. At the point in which the spoiler bends and goes vertical, it cannot extend beyond the edge of the rear deck and must follow the contour of the rear deck lid. 39" maximum from the ground surface to the top edge of the spoiler. Maximum 62" x 5", 310sq in.

6. BUMPERS front and rear may be changed. Bumpers must be no wider than original width of body. Bumpers must be minimum of 15" and maximum of 18" from the ground (measured from the centre of the bumper). Bumper must be reinforced and securely

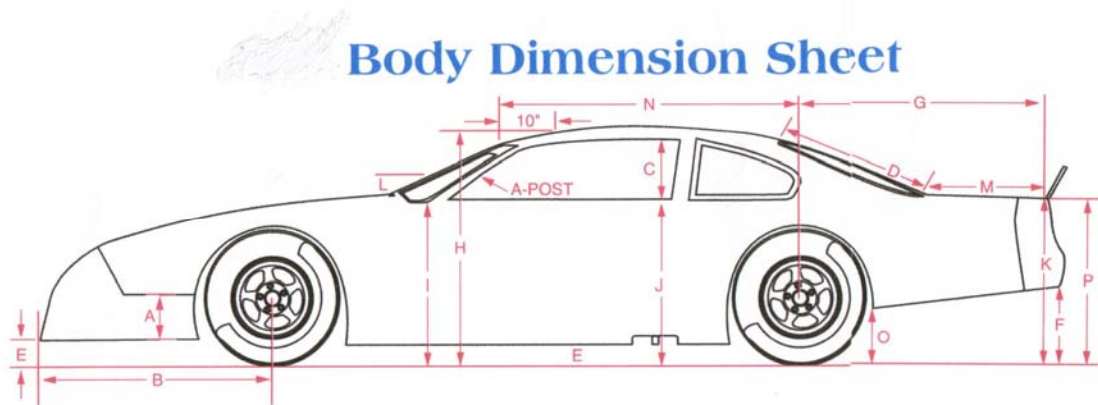
fastened to the chassis. The area above the rear bumper to be filled. No screening. Each rear frame rail must have a 3" inside diameter tow loop (strong enough to lift the car) securely fastened as far rearward as possible extending above the trunk floor.

7. HOOD AND TRUNK lid must resemble stock appearance (in dimensions). Exterior hood hinges allowed and must have 3 front hood pins. If hood is removable, it must have 3 front and 2 rear hood pins. (No carbon fibre hoods or body panels). Trunk deck lid must be hinged or be easily removed to have access in case of fire.

8. Door panels must be securely bolted, welded or riveted.

9. FRONT WINDSHIELD must be safety glass or lexan (in stock location) four (4) safety clips; two (2) at the top and two (2) at the bottom are mandatory as well as one (1) inside centre window brace. Clips and braces must be riveted or bolted to

the body. Thickness of steel brace to be 1/8" (.125") or equiv. Side and rear windows must be lexan. Door windows must be left open. Lexan, if used, must be bolted or riveted in securely. Windshield Pillars must be approximate stock width and location.



<b>B</b>	Front Overhang (center of hub to front edge of front bumper)	maximum 46"
<b>C</b>	Side Window Opening	minimum 14"
<b>E</b>	Side/Rocker Panel Clearance	minimum 4"
<b>G</b>	Rear Overhang ( <b>center of hub to back of rear bumper</b> )	maximum 52"
<b>H</b>	Roof Height (measured in center, 10" back from front edge)	minimum 46"
<b>I</b>	Door Height (measured at front of door, A-posts)	minimum 32"
<b>J</b>	Door Height (at rear of door)	minimum 33"

10. FRONT FIREWALL- Mandatory. All holes must be filled with a minimum of 22-gauge steel, no sheet metal screws. Passenger side of firewall may be moved back as far as the front of the roll cage.

11. REAR FIREWALL- Mandatory. All holes must be filled with a minimum of 22-gauge steel, no sheet metal screws. Firewall to completely close off the trunk compartment.

12. The FLOOR (minimum of 22 gauge steel or aluminum .040 thickness) can extend across to the right side of the car at the same height as the transmission tunnel.

13. Aluminum may be used on the interior but must be minimum of .040 thickness. In front, under, and behind the driver's compartment to be minimum 22 gauge steel ONLY. Sheet metal must be welded or riveted. NO SHEET METAL SCREWS. NO FOAM INSULATION. (FOAM IN A SPRAY CAN).

14. One interior mirror is optional. Maximum of 32 square inches. No wink mirrors. Door mounted (concave) mirrors are permitted, maximum 4-inch diameter.

15. Driver's seat must be an approved aluminum racing seat with a headrest. Minimum thickness of aluminum seat to be .080 and highly recommend 1/8" (.125). Head rest to be able to withstand a minimum amount of force and to meet Technical Official Inspection. NO FIBREGLASS SEATS. All bolts holding seat must have LARGE DIAMETER plate washers or steel straps 3/16 x 1.0" wide (under bolt head) going from bolt to bolt in order to avoid seats from being torn out. Grade 8 nuts and

bolts are recommended. Must be bolted at the top as well as the bottom.

16. ROLL CAGE must be minimum of four (4) point. NO OFFSET. Cage must be steel - minimum of 1.75" outside diameter round tubing with .095 wall thickness. If square tubing is used in roll cage, it may only be used as door bars and must be a minimum of .095 thickness, having an outside measurement of no less than 8" and is subject to Tech inspection and approval. NO EXHAUST TUBING, aluminum or other soft material. Four (4) horizontal bars must be inside the left door, with minimum of two (2) vertical upright bars between each horizontal bar. Left leg protection bar must be installed between the roll cage and left front frame rail. The base of the cage must be welded to the frame on the car. The cage must be braced to the rear frame kick-ups, and diagonally braced between the rear uprights. A centre overhead bar, running fore and aft, between the transverse members is mandatory. The complete roll cage must be properly electrically welded: lap welds and braced joints are not allowed. All principal joints are to have gussets. Welded joints may not be ground smooth. All other roll bars in the area around the driver must be padded. No offset cages allowed.

17. FUEL CELL is mandatory and must have a shut off valve in working order. It must be accessible to be shut off by the driver or safety personnel. Must be identified as to "ON" AND "OFF" positions. Safety hoop for the fuel cell must be 2" below the bottom of the fuel cell. Fuel cell protection bars mandatory. The cell must be mounted between the frame rails and no lower than 10 inches from the ground. Cutting allowed. Fuel cell filler must face to the inside (left) of the track. NO VENTED GAS CAPS. Vent tube must have a one-way check valve. NOTE: The fuel cell must be mounted between the frame rails and NO lower than the bottom of the axle tube.

18. All fuel lines must be neoprene or steel (no copper). No line may run through the driver's compartment. Lines must be securely fastened. No plastic or glass fuel filters - steel only. Tech Officials will check installation of cells and lines.

19. Body and Chassis are interchangeable.

20. A factory production stock width front clip or a fabricated clip (min. of 2" x 3" .095" tube), are allowed with no weight penalty added. Fabricated clip must maintain stock - lower control arm mounting points and Chassis from front clip rearward is to be fabricated from square or rectangular tubing of no less than 2" x 3" with a min. wall thickness of .095 (e.g. 2.5 x 2.5 or 2 x 3 or larger). Rear clip section can be made from 2" x 3" or 2" X 2" (.083 or .095 thickness) from rear end to the back of the race car. Side frame rails cannot be less than 24" from the centre line of the car to the outer edge of frame rail. All weights must be painted white with the car number on them. All weight must be in lead blocks. No lead shot or liquid ballast.

21. Minimum 4" chassis to ground clearance measured along each frame rail and body with DRIVER OUT of the car.

22. Wheel base - minimum of 105 inches.

23. Wheels cannot protrude out past fenders or body.

24. Wheel base MUST BE within 1" on both sides of the car. (Not less than 105").

25. Under slung chassis ALLOWED.

26. Lower control arms must be in stock mounting location on or in the frame and must be within 3/4" of factory specification. No reversing of control arms. Rack & Pinion is allowed. An after market lower strut or A arm can be used. All Coil springs must be a minimum of 5 inches in diameter. All coil springs will be magnetic steel. Shock inserts will follow current shock rules. Steering components may be fabricated from steel or aluminum. E.G. tie rods, tie rod ends and centre link.

27. Upper control arms must mounted on the chassis. Brackets on the chassis, can

be relocated.

**28. TUBULAR UPPER CONTROL ARMS PERMISSIBLE**

29. Maximum of 4 load bolts may be used.

30. One shock per wheel allowed.

31. **NO** air shocks, no Adjustable or High Pressure Gas shocks or COIL OVER shocks. Gas shocks allowed No high-pressure gas shocks allowed. (If the shock is removed from the car and the shaft extends out of the body without assistance this is a high-pressure gas shock) No external or remote adjustable shocks allowed. There can be no form of compression or rebound valve changing except by shock disassembly. Any shock that can be set or changed by depressing and rotating the body or shaft, knob adjuster, remote knob adjuster, slot or pin adjuster or any other form of external adjustment is not allowed. Shocks that can be disassembled and re-valved internally are allowed. Steel or aluminum body shocks are allowed smooth or threaded body shocks are allowed. Bump stops will be permitted.

**32. All coil springs must be a minimum of 5 inches in diameter.**

33. Rims - 5 x 5 bold pattern or wide five, only.

34. All spindles and hubs to be heavy duty.

35. All wheels must be stock car racing rims with a maximum bead-to-bead width of 10"

36. All wheel studs to be minimum of 5/8" with heavy-duty nuts.

37. Tires will be track specified 10" racing tire. The inside tire, referred to as a "stagger tire", will be a softer compound than the outside tire. Tire reliefs allowed.

38. **FLOATER TYPE REAR ENDS ARE MANDATORY** and may be used with a spool or mini spool only. The rear end may be interchanged. No ratchet type rear ends. Quick-change rear ends are allowed. Axle tubes must be steel. No cambered rear ends.

39. No traction control devices of any kind will be allowed.

40. Lower trailing arms not to exceed 30" in length, bolt centre to bolt centre. Rear end upper links will be maximum 30-inches, measured from the centre of the rod end to the centre of the rod end or pivot bolt. Link must be steel or aluminum ONLY. Rubber or urethane ONLY. No coil over spring allowed in upper third link. Link can be shorter than trailing arms but must not exceed 30-inches in length.

41. Any type sway bar: Must mount in stock location area. Rear sway bars are allowed. No cockpit adjustable type allowed. No spline front sway bars allowed.

42. Two (2) Drive Shaft safety hoops must be securely installed. One (1) at the front and one (1) at the rear. Hoops must be a minimum 2 x 2" and completely encircle the drive shaft to prevent the drive shaft from falling on the track. **DRIVE SHAFTS MUST BE PAINTED WHITE FOR SAFETY REASONS. DRIVE SHAFTS MUST BE STEEL.**

43. Four-piston calipers will be allowed, front and rear, with a total of 25 lbs. added to the weight of the car. Calipers must have a part # with a MSRP of no more than \$300 Cdn. Brakes must be foot operated and in good working condition on all four wheels at all times. A balance bar is allowed. One steel, single-piston caliper per wheel only. Four wheels disc brakes allowed, metallic type linings recommended. Floater hubs allowed. A 3" cooling duct from the front of the car aimed at the front brakes is recommended. The 3" ductwork must be securely fastened. Recommend 3" metal flex duct. **NO PLASTIC DRYER HOSE.** No brake fluid cooling devices containing a pump.

44. Battery must be securely fastened outside of the driver's compartment.

Maintenance free battery recommended., and battery must be secured in a spill proof container. 12-volt batteries ONLY.

45. Approved Racing Type window net is mandatory. No homemade type window nets.

46. All cars must have an approved fire extinguisher mounted in an approved steel mounting bracket within easy reach of the driver when his seat and shoulder belts are fastened. **(TO THE RIGHT SIDE OF THE DRIVER)**. Fire extinguisher must be validated to the current year. **(NO LATER THAN APRIL 1ST)** of the current year and must be attached to the extinguisher.) For on-board fire systems the gauges must be readable by the Technical Inspectors.

47. Safety belts must be quick release type with a minimum 3" lap belt - two (2) - 2" to 3" shoulder harness and a (2-inch) crotch strap are mandatory. Deteriorated or torn seat belts will not be allowed. Seat belts must be attached to the roll cage assembly.

#### **ENGINE LOCATION**

The number one plug must line-up with the front ball joint. The measurement from the right frame rail to the side of the engine block, front and rear, must be the same (plus or minus ¼-inch).

#### **BUILT MOTOR CARS**

48. **Weight.** Each car will weigh 2800-lbs with 57% left side weight and 50% rear, using stock lower control arms and big springs. Coil-over cars with a maximum 3-inch coil will be 2850 lbs with 57% left side weight and 50% rear. Any big spring coil-over strut car will weigh 2800 lbs. with 57% left side weight and 50% rear. Straight rails cars will weigh 2850 lbs with 56% left side and 50% rear with a minimum 50-lb weight on the outside of the right rail. A car without stock lower control arms and big springs (including coil-over eliminator cars) will be 2850 lbs with 57% left side weight and 50% rear.

Car weights are with driver seated, belts fastened, helmet on and without topping of fuel, water, etc. All weight must be in no less than 5lbs, block form, labeled with car # and painted white.

49. Cars must meet their minimum weight with driver in, at any time they are asked to cross the scales. (Whatever scales are at the track will be used for final weighing. No exceptions).

50. ALL CARS HAVING A COMPRESSION RATIO UP TO 10 TO 1 WILL WEIGH A MINIMUM OF 8 LBS PER CUBIC INCH WITH A MINIMUM WEIGHT OF 2800  
All other engine configurations (as per outside tracks) will weigh 8 lbs per cubic inch to a maximum of .060 over bore. Other engine weight penalties may be assessed to attempt parity with Flamboro rules. This will be determined at each race meet.

51. **ENGINE:** Maximum cubic inch displacement allowed: GM 350 • FORD 351 • CHRYSLER 360 Plus Maximum overbore allowed .060"

COMPRESSION WILL BE DETERMINED BY TRACK WHISTLER

52. Bore and stroke must be to factory specs (e.g. 350 Chev - 3.48" stroke x 4" bore). **NO STROKED OR DE-STROKED MOTORS.**

53. Centre of crank to ground minimum of 11"

54. Engine and Chassis are interchangeable.

55. Engine must be mounted with the foremost spark plug even or ahead of the UPPER ball joint (in line). If wheel base is 108" or greater, the motor may be moved no further back in the chassis than a point which is measured from the rear face of the engine block to the front face of the rear end pot. This measurement is no less than 80% of the wheelbase, Minimum measurement 86.40 inches. No engine setbacks are allowed!

56. No dome pistons, only flat top or dished are allowed. No aluminum rods or blocks. Pistons cannot protrude above the block deck.

57. Any Hydraulic or Mechanical flat tappet camshaft. No mushroom or roller camshaft. Stock Diameter lifter and lifter bore for that make & model of engine. No gear drive or belt drive systems. NO FORD LIFTERS IN CHEV ENGINES.

58. Roller rockers allowed. Stud girdles allowed. No shaft rockers on Ford or GM.

59. All built-motor cars will be allowed to run a 5.5 inch or a 7.250 multi disc clutches.

Both clutches will have a minimum of 2 discs 3 disc will be optional. Approved manufacturers are Power Train Tech, Quarter Master, Tilton and Ace. There will be no carbon clutches, carbon clutch covers, discs or carbon components allowed. Aluminum bell housings will be allowed. Ring gear must have 153 teeth minimum and starter must mount in original position. (Front).

60. All built motors will use current headers in use in 2005.

61. One FACTORY STOCK Holley #R4412 carburetor 500cfm. Metering block numbers 5924 & 5925. New Holley replacement metering block will be allowed with Holly Part # of 134-137 (stamp #10570). No reworking of carburetor other than removal of choke plate, filling of choke rod hole, changing of jets and power valve. A quick change jet kit (Part #3425 float bowl may be used. Two (2) return springs mandatory.

**HOLLEY R4412 FACTORY STOCK MEASUREMENTS ARE AS FOLLOWS:**

Metering block must have the following factory ID# stamped on it. #5924 or #5925 Replacement or service metering blocks may be stamped with #10570 or one of the two numbers listed above. Metering block power valve channel restriction ports (2 holes behind the power valve) max. .0635" Metering block idle feed restriction port (2 holes) maximum .035" Metering block main passage to discharge nozzle (2 holes) maximum .141" Venturi bore = 1.373" - 1.377"

Boost venture inner bore - .377" - .383" Throttle bore diameter - 1.6855" - 1.6865"

Main body high speed air bleeds (2 holes) .070" Throttle shaft diameter = .368" - .369"

Throttle shaft thickness of flat of shaft = .152" Butterfly (throttle plate) thickness = .0398" - .0438" Hole in butterfly -.090" - .096" Butterfly must have stamped on it ID# 215

A quick-change jet kit (Holley part #3425) (Float Bowl) may be used.

62. All intake manifolds must be Edelbrock Performer Series. Manifolds must remain as manufactured. No port matching, or flow work permitted. Manifolds must not be painted. All part numbers are current design only. Older design manifolds with same part number are not permitted. Carburetor holes in spacer must be located in centre of intake holes. No TURTLES. Water crossover cooling lines may be used on intake manifold.

Part Numbers allowed as follows: EDLEBROCK GM #2101 • CHRY. #2176 • FORD #2750 OR 2181

All air entering the engine for combustion purposes must enter through the air horn of the carburetor. All engines require an air cleaner to act as a flame arrester. No ram air systems.

**IF YOUR INTAKE MANIFOLD IS FOUND TO BE ILLEGAL, IT WILL BE CONSIDERED A MAJOR INFRACTION OF THE RULES.**

Carburetor Adapter and Gaskets:

Only a one-piece solid carburetor adapter will be allowed. Carb adapter and gasket - combined thickness must not exceed 1.25". No air intake holes in spacer plate.

63. **STOCK** Cast iron exhaust manifolds allowed. (50-lb weight break to minimum of 2800lbs). If stock cast iron manifolds are used, 1 foot of 2 1/4" OD pipe must be in each primary exhaust tube or 2 foot in each secondary tube. All exhaust must exit

though these two pipes. Headers are allowed - no stepped headers on built motors, no 180-degree headers. No iron lung headers allowed. Header tubing must be the same size from the heads to the collector (Max 3" ONLY allowed). Header tubing must be maximum of 1-5/8 OD. Equalizer pipe is allowed

One or more mufflers are Mandatory. The muffler is a Magnaflow 11219. The exhaust must exit behind the driver, outside the body or may be turned down to exit under the car facing outward.

**64. CAST IRON HEADS ONLY. No polishing, Coating, or Porting of Heads.** No angle plug heads, except Ford and Chrysler. Dart heads as specified are allowed. Any machine work must be concentric to the valve stem. **NO SLEEVING OF LIFTER BORES. (1 OR 2 ALLOWED).** No relieving above or below the head of the valves. No unshrouding of the valve pocket. No iron eagle, bowtie, vortex, heads with casting #292, or W series heads. SVO head part #M6059L302-GT40 allowed with maximum valve size, intake 1.94, exhaust 1.60. Head dimensions must be stock as produced. Mopar head part #P4529269, #P5249574 casting #4448308 (unported) allowed. Mopar casting #4772576 will also be allowed.

Dart heads that are allowed World Product Heads Allowed

- Sportsman 2 (straight plug only) • WP Casting #011250-1 Casting #1-037 • WP Casting #011-250 (bare)
- PT #4350 Casting #1-052 • WP Casting #012150, 012250
- PT #4360 Casting #1-052 • WP 012250 (bare)

World Product S/R Torquer Head Allowed

- PT #42668 Casting #42678 PT#53028 Casting #1-056 Ford Windsor
- PT #5303 Casting # 1-056 (For Windsor Jr. With Max. Valve size of 2.02)

The maximum valve sizes as measured across the face of the valve are as follows:

#### **Intake Exhaust**

GM 2.02 1.65 Ford (Windsor) 1.94 1.65 Chrysler 2.02 1.65

Screw in studs, guide plates, stud girdles and 3-angle valve jobs are allowed. No titanium valves. Valves must be identical in appearance and construction as OEM valves. Stem diameter must have a minimum of 1/32" (.343"). Stem may be undercut to be minimum diameter of 5/16" (.312") from the valve head to the bottom of the valve guide. No titanium valve or valve springs, steel only.

The Ball Method will be used for checking cylinder heads. On the exhaust side, the header will be removed and then the inspector will place a tool in the port, which will consist of a .531 diameter ball bearing welded to a flexible shaft. With the valve fully opened, the ball will be placed against the valve stem and moved to a full circle (360 degrees) around the valve stem. If the ball drops down through the seat in any position around the full circle of the valve stem, it will be deemed illegal. On the intake side, the carburetor will be removed and the intake manifold for the same type of procedure, only the ball size will be .787". Note: These methods of checking the head will hold true with a hot or cold engine.

**65. CRANKSHAFT:** Stock or after market crankshafts will be allowed with a **MINIMUM WEIGHT of 48lbs.** No knife edging or bull nosing of crank.

IF CRANK IS PROTESTED THE MOTOR WILL BE LIFTED OUT TO VISUAL INSPECT THE CRANK, AND IF ALL THE PROPER CASTING MARKS ETC., ARE THERE, THEN IT CAN BE DECLARED LEGAL. IF THERE SEEMS TO BE A DISCREPANCY IN THE DIMENSION THEN IT CAN AND WILL BE TAKEN OUT AND WEIGHED. SEE PROTEST SECTION RE: PENALTIES.

IF IN DOUBT, CALL A TRACK TECH OFFICIAL FOR AN ANSWER. DO NOT GO BY RUMOURS AT THE TRACK LEVEL - ASK A TRACK TECH OFFICIAL FOR AN OFFICIAL INTERPRETATION.

66. A single stage external oil pump is allowed. (No dry sumps)  
67. No electric fuel pumps.  
68. Ignition may be any type except magneto or ignitions that are tunable with knobs.  
69. Any Radiator that fits properly under the hood may be used. An over-flow can securely fastened behind the front tires and ahead of front firewall must be used.

**NO ANTI-FREEZE.**

70. Clutch and Flywheel can be stock type replacement. (CORVETTE STYLE OR SVO FLYWHEEL with a minimum weight of 14lb). NO 10,000-RPM STYLE. No aluminum, speed type or lightening of the flywheel. Shatterproof bellhousing is mandatory when using stock type clutch and flywheel.

71. Transmission must be STOCK AND OEM, and be a standard with all gears working. All gears must be operational with driver seated and seat belts fastened.

**NO 2 SPEED TRANS ALLOWED.**

72. Radios are permitted. Driver or spotter MUST be connected to the track-mandated one-way radio system. (See General Rules #5 for frequency)

73. All drivers in all classes must wear approved crash helmets (which meet a minimum SNELL SA 2000 STANDARD; 2012 is recommended).

An APPROVED FIRE SUIT that effectively covers the body from the neck to the ankles and wrists is mandatory. It is also highly recommended that drivers wear complete full coverage fire resistant underwear, and a neck brace. All wearing apparel must be clean and in good condition. Un-approved helmets will be held in Tech until end of the event.

**IF IT DOES NOT SAY THAT YOU CAN, CHANCES ARE YOU CANNOT. SO CHECK WITH TECH BEFORE YOU DO SOMETHING YOU ARE NOT SURE OF. The interpretation of the rules will be solely up to the judgment of the officials in charge and the officials decision will be final. Any part of the car not specifically covered must remain stock. Stock parts are those found in Model/year OEM parts book.**

**CRATE MOTOR CAR**

The crate motor that will be used with be GM part #88958604 (400 hp-400 ft-lb torque fast burn engine.) No external engine oil coolers allowed.

1. Each car will weigh 2800lbs with 57% left side weight and 50% rear, using stock lower control arms and big springs. Coil-over cars with a maximum 3-inch coil will be 2850 lbs with 57% left side weight and 50% rear. Any big spring coil-over strut car will weigh 2800 lbs. with 57% left side weight and 50% rear. Straight rails cars will weigh 2850 lbs with 56% left side and 50% rear with a minimum 50-lb weight on the outside of the right rail. A car with out stock lower control arms and big springs (including coil-over eliminator cars) will be 2850 lbs with 57% left side weight and 50% rear.

2. A 5.5-inch multi disc clutch will be allowed. Minimum 2 discs - 3 disc optional. Approved 5.5 inches clutch manufacturers are Power Train Tech, Quarter Master, Tilton and Ace. No carbon clutches, carbon clutch covers, carbon discs, or carbon components allowed.

5. Aluminum bell housings will be allowed with starter attached in original position (front). The ring gear must have 153 teeth minimum.

6. Stepped headers will be allowed. (Schoenfield part #SCH135VHCM-3). These are a crate-motor header with 1 5/8 inch to 1 3/4 inch with a 3-inch collector.

7. There will be no ceramic, stainless steel or coated headers allowed.

8. One MSD Ignition Box only with a common plug, and must be located to right side of dash on a fabricated bracket out of reach of driver with his/her safety harness

disconnected. No programmable, digital or adjustable boxes allowed. All RPM of the engine must be controlled by the chip. All MSD wiring must remain open for inspection. All wiring must use a weather-pak connector, with a 6-pin at the box; 2-pin at the distributor; 4-pin at the rear of the tach; Male connectors required on the MSD Box and distributor. RPM chip must be accessible to track official at all times. If current MSD has no Rev control limiter a kit can be purchased with a part # of IVIED 8737. All GM crate motors will use a 6400 RPM chip.

9. Carburetor Holley #80541, 80541-1 or 80541-2, 650 c.f.m. 4 bbl

The primary discharge nozzle size is .028 and the secondary is .029 and each nozzle will be stamped with the number. The primary and secondary air bleed sizes are .072, and the primary and secondary high-speed air bleed sizes are .045.

The throttle shafts on the 80541 and 80541-1 will be as follows:

Primary diameter .3685/.3695 with a .140 flat.

Secondary diameter .3695/.3715 with a .140 flat.

Primary throttle plate thickness .0398/.0438 ID#345

Secondary throttle plate thickness .0398/.0438 ID#345

The throttle shaft on the 80541-2 will be as follows:

Primary diameter .368/.369 with a .152 flat.

Secondary diameter .3695/.3715 with a .140 flat

Primary throttle plate thickness .0398/.0438 ID#345

Secondary throttle plate thickness .0398/.0438 ID#345

Main body casting # 7950B

Primary main body venture diameter 1.248 - 1.252

Main body skirt diameter 1.683 t/-.003 (lower venture exit area of main body)

Secondary main body venture diameter 1.248/1.252

Main body skirt diameter 1.683t/-.003 (lower venture exit area of main body)

Base Plate primary throttle bore diameter 1.6870 - 1.6880

Base Plate secondary throttle bore diameter 1.6870 - 1.6880

Booster Casting # 45R312

Primary throttle shaft outside diameter .3685 - .3695

Slab thickness .140(t-.005) flat area of shaft where throttle plate attaches

Primary throttle plate ID#345

Plate thickness .0393 - .0438 (Material - stainless steel)

Secondary throttle plate ID#345

Plate thickness .0398 - .0438 (Material - stainless steel)

1. All MSD chips will be 6400RPM maximum.

2. If upon inspection at ANY time during the race meet the chip has been changed or altered you will receive no money and no points for that meet plus lose an additional 50 driver weekly accumulated points, and suspended for 4 further race meets.

**3. If it is discovered that the crate motor has been tampered within anyway shape or form you will lose money and points for that race meet along with accumulated season driver points and further suspended for one calendar year (e.g. July 15 of current year to July 15 of following year).**

The 400-hp **Ford 351 crate motor Part #M6007-2351SR** will be permitted. It will be mounted in the stock location in the chassis. All other crate motor rules will apply to cars with this option.

**The GM Crate Motor part #88958602 crate motor (350-hp, 390-ft/lbs torque) may be used.** A 6400 RPM chip must be used. The crate rule motors above will apply to cars with this engine (carburetor, clutch, headers, MSD box). OEM crate motor balancer (8-inches). Chassis for this motor must be perimeter chassis only. Must have a stock steering box, big springs, stock lower control arms. Weight of the car will be 2750-lbs., 57% left side weight and 50% rear weight. Sunset Speedway registered Late Models MAY be subject to weight adjustments.

**All rules are subject to interpretation by Flamboro Speedway Officials, and their decisions are binding and final. Any equipment not governed by the aforementioned rules is to be submitted to the Race Director not less than 30 days prior to the date of intended usage. No equipment will be considered approved by reason of having passed through inspection.**

Co-Owner: John Casale (905) 689-6052  
Race Director: Don Cox (519) 846-8158

## FLAMBORO SPEEDWAY LATE MODEL PAYOFF-POINTS

Each driver must be a registered member of the track in order to accumulate points. Drivers will receive a minimum 65 points for signing-in to race at each event, provided an attempt to run/race has been made. Practice laps will be considered a minimum effort at the discretion of the race director.

### HEAT POINTS

POS.	PTS.
1.	10
2.	9
3.	8
4.	7
5.	6
6.	5
7.	4
8.	3
9.	2
10.	1
11.	1
12.	1

### FEATURE POINTS

POS.	PTS.	POS.	PTS.
1.	100	13.	88
2.	99	14.	87
3.	98	15.	86
4.	97	16.	85
5.	96	17.	84
6.	95	18.	83
7.	94	19.	82
8.	93	20.	81
9.	92	21.	80
10.	91	22.	79
11.	90	23.	78
12.	89	24.	77

### TO QUALIFY FOR THE POINT FUND YOU MUST:

1. Be a registered owner and only registered drivers may earn points to your car.
2. Point totals will be calculated as the total points earned from all scheduled events *plus* any show points as assigned to special events on the 2012 schedule.

### LATE MODEL PAY OUT

#### 30 LAP FEATURE

1.	\$1,000.00
2.	\$700.00
3.	\$400.00
4.	\$350.00
5.	\$300.00
6.	\$275.00
7.	\$250.00
8.	\$240.00
9.	\$225.00
10.	\$220.00
11.	\$215.00
12.	\$210.00
13.	\$205.00
14.	\$200.00
15.	\$180.00
16.	\$180.00
17.	\$180.00
18.	\$180.00
19.	\$180.00
20.	\$150.00
21.	\$150.00
22.	\$150.00
23.	\$150.00
24.	\$150.00

**\$6,530.00**

#### OKTOBERFEST

#### CLASSIC

\$3,000.00
\$2,000.00
\$1,000.00
\$900.00
\$800.00
\$700.00
\$650.00
\$600.00
\$550.00
\$500.00
\$450.00
\$400.00
\$400.00
\$400.00
\$400.00
\$400.00
\$350.00
\$350.00
\$350.00
\$350.00
\$350.00
\$350.00

**\$16,000.00**

### GRISDALE POINT FUND

#### WWW.GRISDALE.COM

1.	\$4,000
2.	\$2,500
3.	\$2,000
4.	\$1,100
5.	\$1,000
6.	\$ 900
7.	\$ 800
8.	\$ 700

**TOTAL \$13,000**

### PERFECT ATTENDANCE

**BONUS \$300** to each qualified LM car owner whose car has achieved Perfect Attendance including special events. Available prize will be paid in combination of cash and contingency awards from Flamboro Speedway and participating sponsors.

**GRISDALE TRIPLE CROWN SERIES**  
**3 single SEVENTY-FIVE LAP EVENTS**

1. \$2,000.00	7. \$470.00	13. \$410.00	19. \$300.00	<b>TOP 5 POINT FUND</b>
2. \$1,500.00	8. \$460.00	14. \$400.00	20. \$300.00	1. \$2,500.00
3. \$900.00	9. \$450.00	15. \$300.00	21. \$300.00	2. \$1,500.00
4. \$600.00	10. \$440.00	16. \$300.00	22. \$300.00	3. \$1,000.00
5. \$500.00	11. \$430.00	17. \$300.00	23. \$300.00	
6. \$480.00	12. \$420.00	18. \$300.00	24. \$300.00	

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per Race purse total **\$12,460.00**

**Total \$5,000**

Flamboro Speedway registered Late Model owners will receive 100 show points for participating in each special event (Flamboro Triple Crown races and the Oktoberfest Classic event). No position or driving points will be awarded.

*Remember...*

*IF IT DOESN'T SAY YOU CAN DO IT, ASK THE RACE DIRECTOR FIRST.*

Notes:



# 2012 Thunder Car Rules



**Available at Flamboro Speedway**

# FLAMBORO SPEEDWAY THUNDER CAR RULES 2012

*IF IT DOESN'T SAY YOU CAN DO IT, ASK THE RACE DIRECTOR FIRST.*

## 1. TECHNICAL SPECIFICATIONS

The Thunder Car division is open to any make of North American built rear-wheel drive automobile having a factory-listed wheelbase of 108" or more, for the make, model and year being raced. No Convertibles, four wheel drive vehicles, trucks or station wagons will be allowed.

The word stock, when used herein, shall mean unaltered, as factory available and produced by O.E.M. for the make, model and year of the car being raced. That excludes all aftermarket "High Performance" parts. All decisions and rulings shall be based

on data obtained from the Canadian Service Data Book.

## 2. RADIATOR BRACING AND FRONT HOOP FOR THUNDER CARS

You may run a brace in front of radiator of no more than 1 3/4". **Front hoops are mandatory**, and must extend from the front post of a Four Point Roll Cage to in front of the radiator. The hoop must be corner gusseted where it welds it welds to the roll cage. Subject to inspection and approval by the tech inspector.

## 3. BODY AND APPEARANCE

**Rear-wheel drive bodies only.** Body must be complete with all doors, fenders, quarter panels, hood, trunk and roof as well as both bumpers, and must be hung on the car squarely. Body insulators may be removed. All chrome mouldings, door handles, nameplates and lights must be removed. All doors must be welded or bolted shut to the satisfaction of the tech inspector. No hood openings allowed. Replacement of heavier items (body panels) on the car (except hood) will be 22-gauge steel. "Square" rear body sections of the car are subject to inspection and penalty as decided by the Race Director. Bodies are to maintain the stock appearance for the make, model and year of car being run.

Minimum roof height is 46" measured 10 inches behind the top of the windshield, without the driver in the car. Side windows must be stock for the car being used, and minimum 14 1/2" high at the lowest point, and 22 inches in length.

Homemade rear spoilers will be allowed but must conform to the following: Spoiler must follow the contour of trunk lid and must not extend past the edge of the rear deck. Spoiler cannot exceed 5 inches in height. No forward or rearward bracing allowed. No side pods.

Original wheel arches must be retained on the outer body. Inner splash aprons in the front fenders must be removed. Cars must not be excessively rusted and must be presentable in appearance. The Tech Inspector will reject cars that are considered unsafe or improperly prepared.

## 4. BUMPERS

Bumpers must be stock appearing for the make, model and year being run. Bumpers must be mounted in stock position on the car with no sharp edges exposed. No cut-offs. Any gap between the ends of the bumper and the car body must be closed with steel. Chains must be installed from the bumper to the frame for SAFETY REASONS. A fabricated bumper reinforcement must be installed on the rearmost section of the frame, no lower than the centre line of the rear end housing. Bumper reinforcement must be made of maximum 1 3/4" X 1/8" steel pipe, or maximum 2" x 2" X 1/8" square steel tubing.

## 5. INTERIOR

All upholstery materials and trim and padding must be removed. The car must have

a complete floor and front and rear firewalls must have all holes and openings filled with sheet metal. Racing Seat mandatory. All roll bars in driver's area must be padded.

Floor may be altered to accommodate muffler(s) installation, and can be 10-inches higher on the passenger side, either on a 90° angle to the passenger side, or a 45° angle to the passenger window. **NO SHEET METAL SCREWS TO BE USED.** Pop rivets or welding bracing only. **Stock interior mirror only is permitted, maximum 2½" x 12"**. No fuel or brake lines or fuel filters permitted in the driver's compartment. All glass except the windshield must be removed.

**BATTERY:** OEM 12 volt stock ignition system only. Must consist of stock or stock replacement parts only. No after market performance ignition systems allowed. Electrical system must have a main SHUT OFF SWITCH and must be in reach of driver and accessible to safety crews. Battery must be secured and in a spill-proof container.

## **6. WINDSHIELDS**

All windshield must be Lexan, and windshield safety tabs are compulsory. The windshield must have two interior 1" x 1/8" braces.

## **7. DRIVELINE:**

Drive shafts must be stock steel standard production type. (No aluminum drive shafts allowed) No accessories are to be driven off the drive shaft. 360-degree retainer hoops (1/4 inch thick x 2 inches wide) must be positioned at front and rear of shaft within 12 inches of each "U" joint.

**Manual transmission** must be 3 or 4 speed, cast iron only. Must have reverse gear. Transmission must be stock with no internal lightening of parts. No altering of shift patterns and or ratios, permitted. Original brass synchros must be installed. Rod type shifter is optional.

Clutch must be stock OEM type friction disc steel clutch unit, utilizing dampening springs only. No double or triple disc clutches. No puck type or aluminum discs allowed. Aftermarket clutch pedals are allowed. The diameter of the clutch and pressure plate must be minimum diameter 10-inches. If a hydraulic clutch is used, only one slave cylinder is allowed. Clutch and pressure plate assembly may not weigh less than 17-lbs. No turned, drilled, aluminum or special speed equipment flywheels allowed. Nodular or steel flywheel allowed. Flywheel must weigh minimum 14-lbs.

Flywheel Shield (Bellhousing) An SFI 6-1 flywheel shield or a ¼" steel scatter shield must be mounted over the clutch and flywheel 360 degrees between the bellhousing and the floor. No scatter shield allowed inside the car. Shield **MUST** be magnetic steel. Bell Housing should have an inspection plate for easy inspection of the clutch, or you may be required to remove the transmission for clutch inspection. There must be a ½" hole in the top of the bellhousing to permit turning the flywheel to whistle the engine.

**Automatic transmission** must be factory available for the make, model or year being run. Aftermarket shift kits and shifter permitted. All cars must have a working reverse gear. A 2-speed Power Glide or a 3-speed automatic transmission will be allowed. A 10-inch or 12-inch converter will be used. A 10-inch converter will weigh 25-lbs. wet, and a 12-inch converter will weigh 40-lbs wet.

## **8. REAR-ENDS**

Passenger car rear-ends only for make and model of **chassis** being used, and must be centered in the chassis. Integral type rear ends may be replaced with larger

integral units of same make providing the track width dimensions stay the same for that year/model of **chassis**. Welded locked rear ends permitted. No spools allowed (mini spools allowed).

1. No cambered rear ends. No posi rear ends. No aftermarket lockers.
2. Load bolts: 1 per side on rear only may be added with minimal alterations to chassis or body. Spring diameter must be a minimum of 4".
3. Rear leaf springs can be adjustable by load bolt or adjustable shackle. Maximum shackle length will be 6". No sliders allowed. No adjustable sliders.
4. Rear lower control arms can be manufactured (1" x 2" or 2" x 2") steel tubing only. They must remain stock length and contain stock rubber or urethane bushing(s). No adjustment allowed. Lowering blocks will be allowed between spring and rear-end housing but must be 2-inches thick from front to rear. No taper and no adjustment allowed.

**OPTIONAL** A 9-inch Ford floater rear end will be permitted.

- Only steel components allowed.
- Must be centered in the chassis,
- Must use stock geometry mounting points,
- Steel hubs only,
- Rotor thickness minimum .810,
- No gun drilled axles allowed,
- No ratchet rear-ends,
- No gold track or Detroit locker rear-ends allowed.
- No traction control devices of any kind are allowed.
- No cambered rear ends.
- Full steel spools, full diameter. Mini Spools allowed.
- No coating or lightening of parts permitted.
- Disc brakes are allowed (subject to penalties as laid out in the section Brakes).

## 9. SUSPENSIONS AND FRAMES

All suspension and frame components, unless otherwise specified, must be stock for the make, model and year of the **chassis**, with no modifications, no solid or eccentric bushings, (e.g. NO DODGE BALL JOINT ON GM CARS) with the exception of suspension springs which may be interchanged from other years and models ... but **MUST** remain stock appearing. Offset upper control arm shafts through direct aftermarket replacement will be allowed (e.g. Moog/TRW ) for those that are stock. Rear frame section from rear of kick up to rear of car may be manufactured. Material to be used will be 2"x4"x1/8" rectangular tubing. Tube upper control arms will be allowed in the Thunder Car division per the following:

They will be a stock replacement control arm **ONLY**. The stock replacement ball joint will be used. Upper control arms can be within 1" of stock dimension (plus or minus).

Coil spring spacers are allowed. **NO** modification of stock suspension locating points allowed. Unibody must install subframe connectors. Frame height must be a minimum of 6" ... Racing shocks allowed (e.g. NO HEIM JOINT mounts allowed). Rebuilding of shocks will be allowed. Racing springs will be allowed. Larger spindles will be allowed with minor modification but must be 1973 or newer and must be Chev. **NO** Corvette spindles allowed. Hubs can be drilled for larger studs. **NO** high-pressure shocks allowed. If the shock is removed from the car, the shaft

must not extend from the body of the shock.

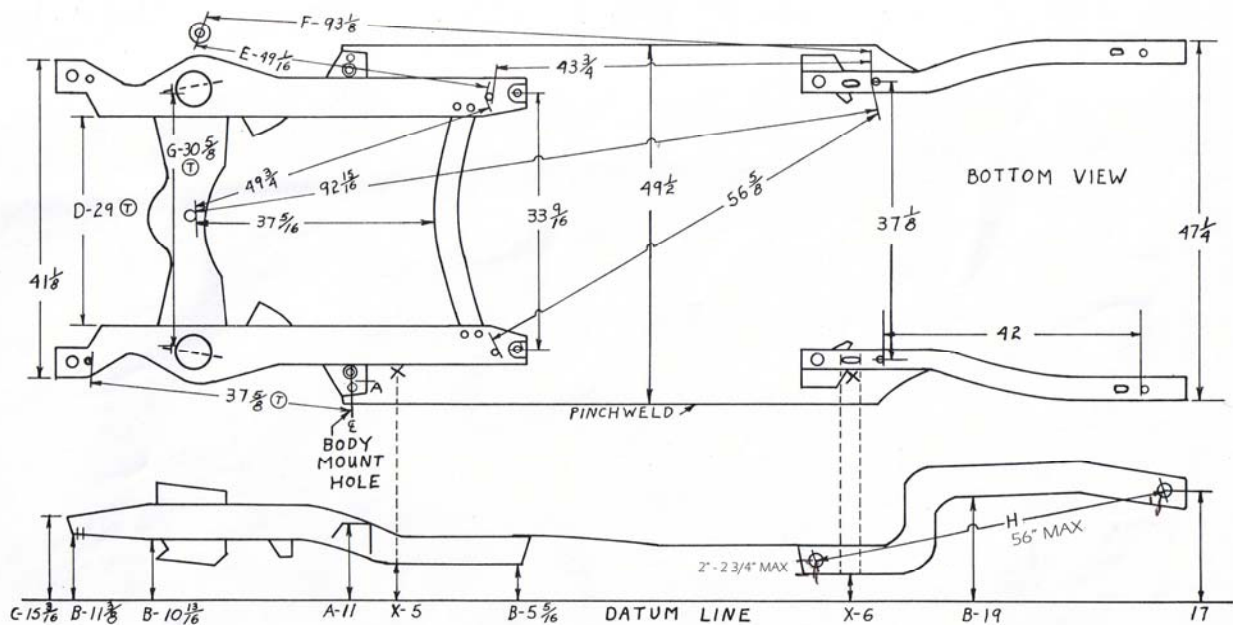
**BRAKES:** Brake pedal must be firewall mounted. Four wheel hydraulic brakes in good working condition are compulsory and are subject to test and inspection.

**Adjustable proportioning valves are allowed but must be out of reach of the driver.** Any car equipped with rear disc brakes on a make and/or model of chassis not originally equipped with disc brakes will carry a weight penalty of 50-lbs. The weight penalty will be added to prescribed weight for the car and motor combination being run, and will be in addition to any other weight penalties invoked.

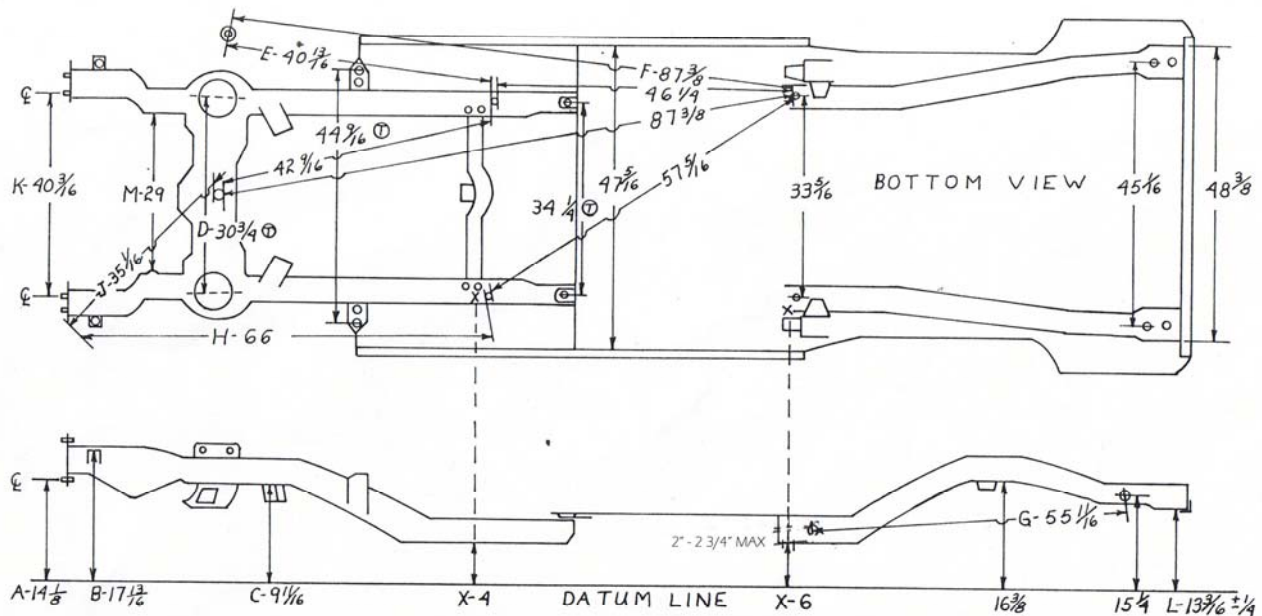
### **FRAME FABRICATION**

Thunder Cars will be allowed to be joined from the front stub at the firewall to the rear of the car with a fabricated tube(s). The material will be 2" X 3" steel tube with a minimum thickness of .095-inches. This procedure will only be allowed per the following:

- 1) It MUST conform to an original chassis. ALL mounting points must be located in the original location(S). (e.g. Front of rear spring mounts, rear of rear spring mounts, rear shocks)
- 2) Rear spring leaves will be as per application i.e. Chev on Chev, Chrysler on Chrysler
- 3) Wheel base will be per manufacturers spec for the chassis, on both sides.
- 4) 6-inch minimum ground height must be maintained at all times
- 5) Find attached two diagrams for reference



# Camaro



# Nova

## 10. EXHAUST

Spec headers are permitted, For built motors, Schoenfeld part #185M, and for Crate Motors, Schoenfeld part #185M-CM. Maximum 3" exhaust pipes to the muffler and 3" pipe after the muffler. No exhaust wrapping allowed on headers. Exhaust pipes must exit outside of the car ahead of the rear wheels or turned down just in front of the rear wheels. Exhaust pipes must be securely mounted under floor pans and have no sharp edges or protrude outside of the bodyline. Crossover allowed. Mufflers are Magnaflow #11219. No ram horn manifolds allowed or corvette manifolds with 2 1/2-inch outlets. Cast iron exhaust manifolds only. No drilling of manifolds.

## 11. FUEL SYSTEM

The fuel cell (MANDATORY) must be mounted in the centre of rear frame rails and securely with steel straps to frame and floor of trunk. It cannot be lower than the centre of rear axle tubes. It must be separated from the driver's compartment by an all metal firewall. There can be no openings in the firewall and any holes must be filled in with metal. Filler caps must be vented and filler necks must be in trunk unless a proper fender filler assembly is used. NO fuel line is permitted inside of the driver's compartment. NO car will be allowed to run if any sign of fuel leakage is found. Factory stock fuel pump only. Unleaded fuel only. The mounting of fuel cell is at the discretion of the tech inspector.

## 12. ROLL CAGE: NO OFFSET CAGES

A racing roll cage is mandatory. It must have 4 bars on drivers door and 3 bars on passengers door. Rear hoops must extend over drivers head and attach to main frame rails. Right side door bars must at least form an "X" with top bar running from front to back. NO part of the roll cage may project outside the exterior sheet metal. Padding in the driver's

area is compulsory. Cage must be constructed of 1 3/4" minimum outside diameter by .095" wall thickness round steel tubing. **Left leg protection bar must be installed. A fabricated plate must be installed on the outside of the driver's door bars, minimum thickness 62-thou.** No square tubing, channel or angle iron will be allowed in the construction of the roll cage or bracing. No exterior bars allowed.

**13. ENGINE LOCATION** Engine must be mounted in stock location for **chassis** being used. Solid motor mounts are permitted. **No engine plates allowed.**

**BUILT ENGINE OPTION:**

**BLOCKS** Internal block painting, screen installation and plugs allowed. Max over bore will be .040. Allowable blocks are GM 350, Chrysler 360, Ford 351 (Windsor). Minimum deck height is .020. NO aluminum blocks allowed.

**PISTONS** OEM 2 or 4 eyebrow cast or forged pistons allowed. NO LIGHTWEIGHT or high performance pistons allowed. After market OE replacement pistons allowed. (E.g. KB, Speed Pro.).

**RODS** OEM stock rods for engine being used. (No 6-inch rods allowed) NO LIGHT RODS. After market OE replacement rods allowed) EG Eagle part # SIR5700, GM pink rods. Replacement rod will be allowed as long as they are not lighter in weight or different in design.

**VALVES** Stock diameter for head being used.

GM 1.94 intake 1.54 exhaust

Chrysler 1.88 intake 1.60 exhaust. (360)

Chrysler 1.920 intake 1.624 exhaust (magnum)

Ford 2.04 intake 1.65 exhaust (2 barrel head)

Stainless steel valves allowed. Maximum valve stem size .342. No pro flo valves allowed.

**CAMSHAFTS** Stock lift cams only

GM 390 intake 410 exhaust

Ford 419 intake 419 exhaust

Dodge 410 intake 412 exhaust. Any make allowed.

Must be flat tappet hydraulic camshaft.

Lifter must be a stock dimension for engine being used. NO roller rockers allowed OEM rocker arms only (LONG SLOT ROCKERS ALLOWED). Dodge may use adjustable rockers. Diameter can't exceed diameter for head being used (EG 1.255 inches Chevy). No barrel springs. Double roller chain allowed.

**HEADS** Heads must be OEM type as produced. (Steel Heads Only). Cylinder heads may be changed from year to year as long as they are not high performance.

Heads must have a minimum of 74" combustion chambers No angle milling allowed

No unshrouding of valve pockets. Screw in studs and guide plates are allowed.

**OIL PANS** Oval track pans are allowed (Inspection plug highly recommended.) No external oil pumps allowed.

**COOLING SYSTEM:** Aluminum radiators are allowed. (After market racing rads allowed). Electric cooling fans are allowed. No aluminum water pumps allowed. (Chrysler exempt). No antifreeze allowed.

**MANIFOLDS AND CARBURETOR** Thunder Car class at Flamboro Speedway will be required to use Performer Intake Manifold and a Holley R4412 carb (NO HP Carburetors allowed!). The following language will apply for the rule.

1) All intake manifolds will be Edelbrock Performer Series manifolds. NO port matching or flow work permitted. Manifolds must not be painted. All part numbers and current designs only. Older manifolds with same part number are not permitted.

Carburetor holes in spacer must be located in centre of manifold. Cold air boxes allowed. No `ram air' type systems allowed.

Part numbers are as follows: EDELBROCK GM #2101, Chry #2076 and Ford #2181  
2) Carburetor Holley part # R4412 (NO HP carburetors allowed!) with Stock measurements as follows:

Metering block must have following ID on it. Factory stock #5924 or 5925. Replacement or service metering blocks may be stamped with #10570 or one of two numbers listed above. Metering block idle feed restriction ports (2 holes) maximum .035" Metering block main passage to discharge nozzle (2 Holes) **maximum .143"** Venturi bore 1.373" -1.377" Boost venturi inner bore .377" - .383" Throttle bore diameter 1.6855" - 1.6865" Main body high speed air bleeds (2 Holes) .028" Main body idle speed air bleeds (2 Holes) .070" Throttle shaft diameter .368" - .369" Throttle shaft thickness of flat side .152" Butterfly (throttle plate) thickness .0398" - .0438" Holes in butterfly .090" - .096"

Butterfly must have stamped on it ID 3215 No reworking of carburetor other than removal of choke plate, filling of choke rod hole, changing power valve. One piece solid carburetor adapter will be allowed. Carb adapter and gasket combination must not exceed 1.25 inches. Metering block power valve channel restriction ports (2 holes behind the power valve, max .0635)

**CARB SPACER/ADAPTER** The ONLY one allowed will be a Phenolic 1 inch thick one with a Part # of BRP377 Canton #85-065

### **CRATE MOTOR OPTION**

The only crate motor permitted is General Motors part #88958602 350/350hp engine. It will be raced as produced by GM with no alterations. No engine plates allowed. The following will apply and ONLY the following will be allowed:

- 1) The flex plate will be Scaff-350L-153-SFI (Scat) 153 tooth SFI labeled 1 pc rear main seal plate
- 2) Holley carburetor R4412 only (NO HP Carburetors allowed!)
- 3) Carb spacer will be HVHSS4412-2al (1-inch thick aluminum tapered hole spacer)
- 4) Rev limiter will be MSD8728 (MSD) stand-alone rev limiter for OEM-HEI distributor. The rev limiter will be located to the right side of the dash out of reach of the driver sitting in the seat with the seatbelts done-up. The RPM chip allowed will be 6400 MSD
- 5) Motor must produce a minimum of 18-inches of manifold vacuum at 1,000 rpm

### **MOTOR RULES WILL BE AS FOLLOWS:**

- 1) All MSD chips will be installed and working during the race meet. They will be accessible to the tech official at all times. If upon inspection at any time during the race meet the chip has been removed or altered, you will receive no money and no points for that race meet, and a fine of 50 driver accumulated weekly points, and a suspension for 2 race meets.
- 2) If it is discovered that the crate motor has been tampered with in any way, shape or form, you will lose your money and points for that race meet as well as your accumulated weekly points for the season, and be further suspended for one calendar year (e.g. July 1 to July 1)

### **14. WHEELS AND TIRES**

No reverse or aluminum or homemade rims permitted. Steel only. Minimum rim width bead to bead is 7", with a maximum 8" bead to bead. Heavy duty or racing rims may be run on all four wheels with right front to be a racing rim. Heavy-duty studs are mandatory on right front but strongly recommended for all four wheels. No less than a 2-inch backspacing for a 7" rim, no less than a 3-inch backspacing offset for a 8" rim, measured from the back of the rim (bead surface to rear of bolt surface). No wheel spacers allowed. ONLY tires allowed are tire determined by Flamboro Speedway (Hoosier). A durometer reading will be set and applied.

### **15. SAFETY EQUIPMENT**

All cars must be equipped with a quick release type, 5 point harness with a minimum 3" lap belt and shoulder harness of 2", properly affixed to the roll cage or chassis Seat belts may

be no older than 3 years prior to date of competition. Head restraint strongly recommended. No inertia belts. Fire extinguisher dated no later than January 1 of the current year. Approved window net mandatory. Seat belts must be securely fastened to cage or frame members. Aluminum racing seat mandatory. Seat must appear as close to stock position as possible and be securely mounted to cage and frame members.

**16. WEIGHT** Car weight **3100lbs** with driver. (No substitutes). **No more than 55% left** side weight, 48% rear weight. No liquid ballast or lead shot allowed. All weight will be in ballast blocks of no less than 5lbs and be securely attached to frame of car and no lower than the rear end housing. All weight will be painted white and clearly marked with the car number.

**Cars running a 40-lb torque converter will receive a 25-lb weight break.**

**Cars running rear disc brakes will receive a 50-lb weight penalty.**

**Cars running headers will receive a 25-lb. weight penalty.**

**Cars running standard transmission will receive a 50-lb. weight penalty.**

**These rules (except tires) will be in effect through the 2014 season. Interpretation of any and all rules is subject to the decision of the Race Director, and his decision shall be FINAL.**

**All rules are subject to interpretation by Flamboro Speedway Officials, and their decisions are binding and final. Any equipment not governed by the aforementioned rules is to be submitted to the Race Director not less than 30 days prior to the date of intended usage. No equipment will be considered approved by reason of having passed through inspection.**

RULE BOOK DISCLAIMER: These rules are set-out as a basic guideline and all cars are subject to technical inspection at any time during the race event at the discretion of the Race Director, and he will make the decision of what is a major and what is a minor offence. First major offence will result in disqualification from race and loss of points and money for that race meet. Second major offence will result in disqualification from race and loss of points and money for that race meet plus two week's suspension (rain-outs don't count). Third major offence will result in loss of accumulated points for current year, money earned for that race meet and one year's suspension to the date. (E.g. July 15th current year to July 15th following year.)

*Remember...*

*IF IT DOESN'T SAY YOU CAN DO IT, ASK THE RACE DIRECTOR FIRST.*

## FLAMBORO SPEEDWAY THUNDER CAR PAY OFF

Each driver must be a registered member of the track in order to accumulate points. Drivers will receive a minimum 65 points for signing-in to race at each event, provided an attempt to run/race has been made. Practice laps will be considered a minimum effort at the discretion of the race director.

HEAT POINTS		FEATURE POINTS			
POS.	PTS.	POS.	PTS.	POS.	PTS.
1.	10	1.	100	13.	88
2.	9	2.	99	14.	87
3.	8	3.	98	15.	86
4.	7	4.	97	16.	85
5.	6	5.	96	17.	84
6.	5	6.	95	18.	83
7.	4	7.	94	19.	82
8.	3	8.	93	20.	81
9.	2	9.	92	21.	80
10.	1	10.	91	22.	79
11.	1	11.	90	23.	78
12.	1	12.	89	24.	77

### FEATURE PAY OFF 25 laps

MONEY - PTS		MONEY - PTS		MONEY - PTS		MONEY - PTS	
1.	\$400.00 100	7.	\$70.00 94	13.	\$50.00 88	19.	\$40.00 82
2.	\$250.00 99	8.	\$60.00 93	14.	\$50.00 87	20.	\$40.00 81
3.	\$150.00 98	9.	\$60.00 92	15.	\$45.00 86	21.	\$40.00 80
4.	\$100.00 97	10.	\$55.00 91	16.	\$40.00 85	22.	\$40.00 79
5.	\$90.00 96	11.	\$55.00 90	17.	\$40.00 84	23.	\$40.00 78
6.	\$80.00 95	12.	\$50.00 89	18.	\$40.00 83	24.	\$40.00 77

TOTAL **\$1,925.00**

1.	\$1,000.00	6.	\$375.00	11.	\$210.00
2.	\$ 750.00	7.	\$350.00	12.	\$200.00
3.	\$ 550.00	8.	\$275.00		
4.	\$ 450.00	9.	\$225.00		
5.	\$ 400.00	10.	\$215.00		

Available prizes will be paid in combination of cash and contingency awards from Flamboro Speedway and participating sponsors.

TOTAL **\$5,000.00**

### PERFECT ATTENDANCE BONUS

**\$200** will be awarded to each qualified Thunder Car owner whose car has achieved Perfect Attendance including special events.

### TO QUALIFY FOR THE POINTS FUND YOU MUST:

1. Be a registered owner and only registered drivers may earn points to your car.
2. Point totals will be calculated as the total points earned from all scheduled events *plus* any show points as assigned to special events on the 2012 schedule.





# 2012 Mini Stock Rules

# PONDEROSA RESORT



Proud Sponsors of Mini Stock Racing

**Ponderosa Nature Resort**  
1218 Concession Road 8 West  
Flamborough, Ontario

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**[www.ponderosaresort.ca](http://www.ponderosaresort.ca)**

# FLAMBORO SPEEDWAY MINI STOCK RULES 2012

*IF IT DOESN'T SAY YOU CAN DO IT, ASK THE RACE DIRECTOR FIRST.*

**NOTE:** The interpretation of the rules will be solely up to the judgment of the officials in charge and the officials' decisions will be final. Any part of car not specifically covered must remain as it came off the regular production line. Stock parts are those found in model/year OEM parts book as used by the general public. If it is not in the rules, then you better check with the officials before you make any changes. Any participant who refuses to allow tech officials to inspect their car will be subject to the following:

Any competitor who fails to tear down a car for inspection when requested to do so by an official will be disqualified from the event, lose all points and prize money from that event. Any participant found to be illegal and disqualified from an event will not receive points or prize money for that event. If found illegal on a double features night, the car will be declared, illegal for both races and will not receive points or prize money for either race.

2nd infraction **for the loss of points and prize money from an event**, you will be disqualified from the event, lose all points and prize money from that event, and total loss of all accumulated points to date.

Flamboro Speedway reserves the right to confiscate any illegal components at any time. Flamboro 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 Flamboro Speedway. **Upon entering the pit area, all cars will be subject to a safety inspection by Pit Stewards. A bright coloured sticker will be placed on the windshield to signify car may proceed on to track for warm-ups.**

**Body Style:** Open to 4 cyl. cars with no larger than 2500 CC. engines. Cars may be front or rear wheel drive. No mid or rear engine cars. All turbo options must be changed or car will be disallowed. Must have stock wheelbase as factory listed for that year/model. Race cars must be complete and presentable in appearance at the beginning of each race.

**Body Appearance:** Body must be stock appearing. All chrome mouldings, ornaments, door handles, glass or plastic components must be removed except grille and windshield. Original rear wheel arches must be retained. **Gutting of inner panels, roof, hood, trunk lid and hatch allowed.** No aluminum body panels. On hatchback models, the rear deck/hatch lid must remain (except glass). Maximum 5" spoilers allowed; no side supports. If door skins or fenders are replaced with body steel, they must be stock appearing. Race cars participating in racing events must be presentable in appearance at all times. Cars that are considered improperly prepared may be rejected by the Technical Committee at any event. Race cars must be complete at the beginning of each event. Any cars considered unsafe to driver, competitors, staff, or fans will be rejected and not allowed on the track. Car may not be shortened or lengthened in any way.

**Battery:** Must be anchored securely and in a spill-proof container.

**Brakes:** Stock four wheel hydraulic brakes in good working condition are compulsory and are subject to test and inspection. Pedal must be in original position. Four wheel disc brakes allowed if stock for that make, model and year.

**Bumpers:** Bumpers are required and must be present and secure at the start of each heat or feature. Bumpers must be mounted in stock position/height. Safety chains recommended. Homemade bumpers are subject to approval and must be covered with a stock **type** bumper cover. No sharp edges on bumpers. Ends must be turned in. If stock cover is removed, sharp edges must be removed or covered.

**Carburetor/Fuel Injection:** One factory stock carburetor or fuel injection setup for that make, model and year. Throttle must have two return springs. Maximum stock two-barrel carburetor (may remove choke), Cars originally equipped with fuel injection may opt to use an intake manifold and carburetor set-up from an older model. Paper type air filters only, maximum 3 1/4" in height, maximum 12" in diameter. NO K&N air type filters. Air breather lid must be metal, and can be trimmed to the outside diameter of the filter. Fuel injection cars must have paper type air filters only; NO K&N type air filters. Air breather top or bottom can be trimmed. Air must be pulled through stock filter. No air boxes or ram air. **Air intakes are to remain stock for the year and model of the motor.** Electric fuel pumps can be used with inertia or oil pressure switch. Mechanical fuel injection cars must add 100 lbs. to minimum weight.

**Chassis and Suspension:** Stock only with no modifying of parts. No devices to raise or lower car or stiffen suspension. **Sway bars must be from the stock make, however can be from any model. OEM springs may be altered, spring rubbers, clamps, spacers, racing or lowering springs are permitted. No racing or adjustable struts, shocks or bump stops.** Replacement shock or strut list price cannot exceed dealer list price. Stock rubber or replacement polyurethane bushings only. No nylon, steel, or brass bushings. **Adjustable sway bar links are allowed. Stock type sway bar mounts must be maintained and resemble original.** Body and frame **must maintain a minimum 5" ride height without driver** in car. Wheelbase must be within 1/2" from side to side. Camber on rear wheels must be within factory specifications. Maximum negative camber on right front wheel must be **no more than 1-1/2"** off the level as measured at the bottom and top of the rim. Maximum positive camber on the left front will be no more than 1" off the level as 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 Race Director.

**Doors:** Must be welded or bolted securely. Doors must not be cut down.

**Drive-line:** Must have steel 360 degree retaining hoops' 1/4" X 2" positioned at the front and rear of the driveshaft within 6" of each U-joint (rear wheel drive only). No chain hoops. Drive shaft must be painted white.

**Engine:** Must be stock 4 cylinder. **No porting or polishing of heads.** No larger than 2.5L (2500 CC). Must be original engine size for that year, make and model. No head work or customizing. Milling of head .030" allowed. Any head milled .031" to .040" must add 100lbs. to minimum weight. .041" to .050, must add 200 lbs to minimum weight..Compression not exceed 190psi per cylinder (NO EXCEPTIONS).

Max. .030" overbore. No rotary, or 16 valve engines. Camshaft must be stock lift and duration. No long duration camshafts allowed. No adjustable cam sprockets or offset keyways allowed. Pistons and head must be matched; no mixing of pistons and head to add compression. No grinding on rods or rod caps.

**Handicap for 12-valve engines:** All cars with 3 valves per cylinder must run a weight of 0.1 lb. per CC. EG (1500 CC must run a 150 lb. weight). All penalty weight will be located between front and rear firewalls and be securely fastened to the car.

Mechanical fuel injection cars must add 100 lbs. to minimum weight.

**11. Exhaust:** Must exit under and behind driver or outside of sheet metal or out right side door below a raised floor (see Firewalls and Floor). Stock exhaust manifolds only. Maximum 2 1/4" OD pipe. Single exhaust only. Stock type mufflers allowed. No racing mufflers. Mufflers must have no larger than 2 1/4" inlet or outlet.

**12. Fire Control:** Cars must have an approved fire extinguisher mounted in an approved mounting bracket and within driver's reach with seat belts fastened. Fire extinguisher must have gauge and if the extinguisher is older than 3 years, it must have a recharge slip dated within 2 years. **Fire suit mandatory.** Stock hood and trunk latches must be removed and replaced with quick entry hold-downs.

**13. Firewalls and Floor:** Original front and rear firewalls must be maintained. All holes must be covered with minimum 22 ga. sheet metal either welded or riveted in place. No sheet metal screws allowed. The right side floor pan may be raised to allow installation of exhaust.

**14. Frame:** On uni-body cars, front and rear frame sections must be joined with a minimum 1 3/4" x .095" round or square tubing under driver mandatory for added strength but must be no lower than 5" with the driver out of the car. **X-frame supports allowed.**

**15. Fuel:** Cars may use street legal unleaded pump gas with no additives or **you may use only racing fuel from Flamboro Speedway with no additives.** No NOS allowed.

**16. Fuel System:** Cars equipped with a carb and mechanical fuel pump, neoprene or steel fuel line must be securely fastened under the floor. On cars with electric fuel pump, the fuel line must be steel or high pressure neoprene, in good condition and must run inside a protected area or inside a steel conduit. The fuel line on the pressure side of the fuel pump must be high pressure neoprene or steel. No copper lines. No plastic or glass fuel filters. Cars with an electric fuel pump must have a kill switch marked in red, which shuts off power to the fuel pump and a relay switch which shuts off power to the fuel pump on low oil pressure or loss of ignition.

**17. Fuel Tank:** Must be securely mounted in trunk compartment between the frame rails and no lower than the rear axels. Hatch-back models require a latching, accessible compartment/firewall to be constructed of a minimum 22 ga. steel to house fuel tank. Trunk floor must remain in car. **Fuel cell is mandatory.** Fuel must not leak from tank if car is over turned. Gas caps must seal. **Rollover valve or PCV valve is mandatory. If fuel cell is below trunk floor you must have a minimum 1 3/4" x .095" bar to protect the fuel cell.**

**18. Ignition:** Stock distributor or stock ignition allowed. Stock coils only. Charging and starting system must be operating. Ignition switch must be painted red.

**19. Interior:** All flammable material must be removed except stock dash (dash optional). Racing seat must be used and must be securely mounted. Seat must be positioned completely to the left of the center of the car. **Aluminum racing seats are mandatory.** A solid head rest is mandatory and is subject to test.

**20. Radiator:** Must be in stock location and include **an overflow container** mounted ahead of the firewall. **Any automotive or aluminum rad.** Stock fan or any electric fan permitted. No metal flex fans. **No anti-freeze allowed.**

**21. Rear Ends:** Welded stock rear ends allowed. Must be in stock location and mounting. No limited slip or posi. differentials. Open differentials will get a 100lbs. weight break.

**22. Roll Bars/Cage:** Full roll cage with a minimum three door bars on the drivers side and two door bars on the passengers side is mandatory.

A minimum of two uprights are required between each door bar. Main cage must be constructed of minimum 1 3/4" OD .095" wall tubing. Door bars and door bar uprights must be a minimum of 1 1/2" OD .095" wall tubing. If inner panel is removed on driver's side then a min. of four door bars, extending into the door, must be used. Uni-body cars must have a one square foot by 3/16" plate under the uprights or the uprights must be attached to the sub frame. Uni-body cars must have a bar running horizontally between the uprights at floor level. If front and back hoop is used it must be installed in such a way as to ensure it will not entrap or injure driver if it moves. Front and rear hoop may not be wider than the frame rails. Minimum 3" clearance recommended between driver's helmet and overhead roll bars. All bars in the driver's area must be properly padded with an energy absorbing, flame resistant material. All welds must be electric or Mig. welded. All **90 degree** main cage joints must have minimum .125" thick gussets. If door bars are less than 1 3/4" OD tubing, then all door bars joints require gussets. No pipe fittings allowed. No heating of tubes to form bends. Scrub rails are not counted as door bars. If scrub rails are used, they must be securely mounted and have no sharp or protruding edges. Mount must be within 6" of front and rear of scrub rail. Carriage bolts only on scrub rails and scrub rails can protrude 1" out of body.

**Racing Belts/Harness:** Racing belts/harness are mandatory. Minimum four point harness with one lap belt and two shoulder belts. No expiry date on the harness but they **must be in good condition.** **3" harness and sub belt is mandatory.**

Shoulder belts must be securely mounted to the roll cage. If lap or sub belts cannot be securely mounted to the frame, stock mounts or cage then minimum 3" washers must be used on the mounts to prevent pull through. All bolt mounts must be double nutted. Ensure that belts are not pinched when mounting them. **Consult belt manufacturer for proper installation.**

**Safety Helmet:** An approved racing safety helmet must be worn in all practice and race events and until the car is parked in the pits. Snell approved helmet mandatory, minimum Snell 2000 or newer. For additional mandatory safety apparel please refer to General Rules, point 14.

**Tires:** DOT approved radial tires with 215R maximum. 60,65, 70, 75 or 80 series tires only. No recaps. No light truck, ice or snow, specialty or racing tires allowed. Passenger car tires only. No soft compound tires. **Speed rating limited to S, T, U or H. Tread wear rating may not be less than 200.** Anything less will NOT be allowed. All tires are subject to approval by Official in charge. **Tire or tread cutting or shaving is allowed. All names, numbers and markings must not be removed. If so, tire will be illegal.** 13", 14" and 15" tires may be mixed.

**Transmission:** Stock O.E.M. automatic or manual transmission for that make and model. Transmission must bolt in stock mounts. Automatics must have stock torque converter. Manual must be complete with all gears, with stock clutch, pressure plate and flywheel. No lightening of parts allowed. No transmission coolers in driver's compartment. Automatics will get a 150lb. weight break.

**Wheels:** No wheel spacers allowed. Right front rim should be reinforced or racing wheel. Maximum width of 7" from bead to bead. Cars with 6" or less rims will be allowed up to 55% of total weight on left side. No aluminum, mag or homemade wheels allowed. Wheel from any make and model that safely fit may be used.

Maximum of 1" backspacing from stock can be used. Back spacing will be measured from back of rim to bolt face. No wheel weights allowed. Racing wheels will be allowed. Wheel offset won't allow tire to protrude past scrub rails on either side.

**Wheel Clearance:** Trimming of fenders will be allowed if it is neat and there are no sharp edges. Excessive trimming is not allowed.

**Windshield and Windows:** All windows must be removed except full front windshield. Windshield must be safety glass or Lexan. If Lexan is used, two safety bars must be installed. If the windshield moulding is removed, four windshield retaining clips must be installed.

Driver's window net with quick release is compulsory and **must release from the top at the front of the car.** Rear side windows may be filled with Lexan **including the rear window if located ahead of the firewall.**

**Weight:** Cars must not have more than 53% of total weight of car on left side wheels including the driver. Cars with 6" or less rims will be allowed up to 55% of total weight on left side. Weight must be minimum one pound for each cc. of engine size, plus 200 pounds, plus any handicap, including the driver. No topping up of fuel after race, prior to weighing. All ballast weights must be painted white; **securely bolted with minimum two ½" bolts and washers** and the assigned car number must be clearly marked on the weight. No liquid

ballast. Minimum weight will be 2000lbs. plus handicap. Rear weight percentage must not exceed 48%. **Weight shall be no less than 10 pounds per piece.**

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***Reminder... IF IT DOESN'T SAY YOU CAN DO IT, ASK THE RACE DIRECTOR FIRST.***

## **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 race director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements.

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

The Management

# FLAMBORO SPEEDWAY MINI STOCK PAY OFF

Each driver must be a registered member of the track in order to accumulate points. Drivers will receive a minimum 65 points for signing-in to race at each event, provided an attempt to run/race has been made. Practice laps will be considered a minimum effort at the discretion of the race director.

HEAT POINTS		FEATURE POINTS					
POS.	PTS.	POS.	PTS.	POS.	PTS.	POS.	PTS.
1.	10	1.	100	13.	88	25.	76
2.	9	2.	99	14.	87	26.	75
3.	8	3.	98	15.	86	27.	74
4.	7	4.	97	16.	85	28.	73
5.	6	5.	96	17.	84	29.	72
6.	5	6.	95	18.	83	30.	71
7.	4	7.	94	19.	82		
8.	3	8.	93	20.	81		
9.	2	9.	92	21.	80		
10.	1	10.	91	22.	79		
11.	1	11.	90	23.	78		
12.	1	12.	89	24.	77		

## FEATURE PAY OFF 25 LAPS

POS.- MONEY	POS-MONEY	POS.-MONEY	POS - MONEY	POS.-MONEY
1. \$150.00	7. \$50.00	13. \$30.00	19. \$25.00	25. \$25.00
2. \$100.00	8. \$40.00	14 \$30.00	20. \$25.00	26. \$25.00
3. \$60.00	9.\$40.00	15. \$30.00	21. \$25.00	27. \$25.00
4. \$60.00	10. \$40.00	16. \$30.00	22. \$25.00	28. \$25.00
5. \$55.00	11. \$35.00	17. \$25.00	23. \$25.00	29. \$25.00
6. \$55.00	12. \$35.00	18. \$25.00	24. \$25.00	30. \$25.00

**TOTAL \$1,190.00**

## PONDEROSA NATURE RESORT POINT FUND WWW.PONDEROSARESORT.CA

1. \$800.00	6. \$175.00	11. \$115.00	Available prizes will be paid in a combination of cash and contingency awards from Flamboro Speedway & participating sponsors.
2. \$500.00	7. \$155.00	12. \$100.00	
3. \$300.00	8. \$145.00		
4. \$250.00	9. \$135.00		
6. \$200.00	10. \$125.00		
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**TOTAL: \$3,000.00**

### PERFECT ATTENDANCE BONUS

**\$2,000** will be shared equally by all registered Mini Stock car owners whose car has achieved Perfect Attendance including special events.

### TO QUALIFY FOR THE POINTS FUND YOU MUST:

1. Be a registered owner and only registered drivers may earn points to your car.
2. Point totals will be calculated as the total points earned from all scheduled events *plus* any show points as assigned to special events on the 2012 schedule.





**2012**  
**FWD PURE STOCK**  
**RULES**



# ***Flamboro Speedway***

## ***FWD PURE STOCKS***

### ***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 race director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion 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.

#### **General Info:**

This class is for people who don't want to spend a lot of time and money to go racing. Any driver that is considered to be driving in an unsafe manner will be disqualified and not allowed to continue.

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 Flamboro 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.

No use of alcohol or illegal drugs (drivers and crewmembers).

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

#### **Technical Inspection:**

Flamboro Speedway reserves the right to perform technical inspection on and 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).

Subject to suspension or disallowed to race in this class indefinitely.

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

Disqualified and could be subject to suspension or disallowed to race in this class indefinitely.

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.

Disallowed to race in this class indefinitely.

## **SAFETY**

An approved DOT Snell 95 or better helmet must be worn in all race events.

Helmet must be in good condition.

Snell 2000SA or better recommended.

Eye protection must be worn if the helmet has no visor.

Must have 4 point racing belts in good condition.

Drivers fire suit and gloves recommended.

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.)

All cars must have a push off pull on type switch to shut off electric fuel pump mounted on the roof if the fuel pump is not run on a stock relay.

Racing window net with quick release recommended.

All cars must have a charged fire extinguisher securely mounted.

## **ROLL BAR**

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.

- A horizontal bar must welded or bolted to the left doorpost and right doorpost and must be welded or bolted to the roll bar.

- A horizontal bar must welded or bolted to the left rocker panel and right rocker panel and must be welded or bolted to the roll bar.

- 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.

One drivers door bar a minimum of 1-3/4" x 0.095" is MANDATORY

Rub rails are allowed on the driver and passenger doors. Maximum 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.

Roll cage allowed and recommended.

Bars must be padded where driver contact may occur.

Racing window net with quick release recommended.

## **CARS PERMITTED**

1984 and newer FRONT WHEEL DRIVE STOCK 3, 4, 5 or 6 cylinder cars.

MAXIMUM ENGINE SIZE 3.1 LITERS.

Any 2 door, 4 door sedan, hatch back or wagon.

Minimum of 90" wheelbase.

3 and 4 cylinder cars automatic or standard transmission.

5 and 6 cylinder cars automatic.

5 and 6 cylinder cars standard transmission will be allowed but must run a 0.05 pound per cc weight handicap on the right side of car.

NO TURBO CARS, NO SUPERCHARGED CARS, NO ROTARY ENGINE CARS, NO HONDA Vtec.

NO VANS, NO TRUCKS, NO CONVERTIBLES, NO REAR WHEEL DRIVE.

4 WHEEL DRIVE CARS WILL BE ALLOWED ONLY WITH REAR DRIVE SHAFT REMOVED.

## **BODY**

Doors must be welded or bolted.

Hood can be chained or bolted shut. Hood pins are allowed.

Hood must have a minimum 15" hole if no hood pins are used for quick access.

No gutting of hood, trunklid/hatch, roof or any interior metal.

Sunroof must be replaced with metal.

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.

Wheel arches can be trimmed for wheel clearance.

All glass and flammable material must be removed with the exception of:

-Windshield

-Stock type driver's seat, headrest mandatory. Racing seat allowed. No fiberglass seats

- Must have stock dash. If dash is removed you must run a 25lbs weight mounted to firewall on the right side of the car.

- Stock steering column only.

- All taillights headlights, trim must be removed.

NO VULGAR Writing or Pictures allowed.

## **WINDSHIELD**

Stock windshield allowed. Or can be replaced with Lexan or Minimum 1"x 1" 16 gauge mesh with a minimum 1"x 0.10" bar or 1 1/4" x 1/4" flat bar mounted in the center bolted or welded.

## **BATTERY**

Can be moved and must be securely mounted to floor on the right side of the car only. Must be in a spill proof container if in the interior of the car.

## **FUEL TANK**

**Original gas tank in original position under rear floor allowed. Must have secure straps and no leaks. Extra straps or skid plate recommended.**

**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. Must be placed in trunk. Must be securely mounted with minimum of two straps 1" x 1/8" bolted to trunk floor.**

**NO STOCK TANKS IN TRUNK. Will be allowed only if it comes stock.**

**Rubber fuel line cannot run inside the car interior.**

**No leaking fuel lines.**

**Steel fuel filters only (*no plastic filters*).**

## **BRAKES**

**Brakes must be working all 4 wheels.**

**NO BRAKE SHUT OFFS.**

## **FIREWALL**

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

## **WHEELS AND TIRES**

Any stock offset steel or stock offset aluminum rims, Right front must be a steel rim.

Maximum 6" rims measured bead to bead.

2 valves per cylinder cars allowed 60; 65; 70; 75 or 80 series DOT street tires only.

3 or 4 valves per cylinder cars allowed 70;75 or 80 series DOT street tires only.

Must be 400 or more treadware rating.

No directional tires.

No H,Q,V,W,Y or Z rated tires.

No Ice Tires and snow tires allowed.

No temporary spares allowed.

No solid tires.

No racing tires.

No tire shaving, grooving or sipping.

Hub caps and wheel weights must be removed.

## **SUSPENSION**

Springs, shocks, steering, and bushings must be stock or stock replacement.

Caster/camber can be adjusted within stock adjusters. No modifications.

No spring spacers.

All suspension must be stock with NO MODIFICATIONS OR RACING PARTS. Weak parts can reinforced.

## **COOLING SYSTEM**

No anti-freeze. WATER ONLY.

Cooling system must be flushed with water.

Any automobile radiator allowed.

No racing radiators.

Any electric fan allowed.

Two horizontal maximum 2" tubing allowed the front or radiator with two vertical supports with no supports back or forward. All bars must be under hood or bumper. No other bars forward of the firewall.

## **ENGINE**

MUST BE STOCK.

NO MODIFICATIONS.

NO PERFORMANCE UPGRADES.

4 valves per cylinder allowed. Must run 0.05lbs per cc handicap weight on the right side of the car. DOHC must run a 0.075lbs per cc. handicap weight on the right side of the car. 3 or 4 cylinder cars with automatic transmission do not have to run handicap weight.

No turbos, superchargers, rotary engines or Honda V tec.

Must have air filter element.

Aftermarket performance filters and cone type filters allowed.

## **TRANSMISSION**

Stock transmission for year make and model only.

3 and 4 cylinder manual or automatic transmission.

5 and 6 cylinder automatic transmission or standard transmission will be allowed but must run a 0.05 pound per cc weight handicap on the right side of car.

## **DIFFERENTIALS**

NO WELDED OR LOCKED

Gears must be stock for year make and model.

## **WEIGHT**

No weight rule. No gutting metal out of the car.

All handicap weight must be securely mounted on the right side of the car with a minimum of 3 (three) 1/2" bolts with large washers and double nutted.

After two feature wins a handicap weight of 50lbs. will be added right side of the car. If the driver changes to a different car they will still have to run a 50lbs. weight handicap. Every feature win after will add 50lbs. weight handicap to the right side.

# FLAMBORO SPEEDWAY FWD PURE STOCK PAY OFF

Each driver must be a registered member of the track in order to accumulate points. Drivers will receive a minimum 65 points for signing-in to race at each event, provided an attempt to run/race has been made. Practice laps will be considered a minimum effort at the discretion of the race director.

HEAT POINTS		FEATURE POINTS					
POS.	PTS.	POS.	PTS.	POS.	PTS.	POS.	PTS.
1.	10	1.	100	13.	88	25.	76
2.	9	2.	99	14.	87	26.	75
3.	8	3.	98	15.	86	27.	74
4.	7	4.	97	16.	85	28.	73
5.	6	5.	96	17.	84	29.	72
6.	5	6.	95	18.	83	30.	71
7.	4	7.	94	19.	82		
8.	3	8.	93	20.	81		
9.	2	9.	92	21.	80		
10.	1	10.	91	22.	79		
11.	1	11.	90	23.	78		
12.	1	12.	89	24.	77		

## FEATURE PAY OFF

POS.- MONEY	POS-MONEY	POS.-MONEY	POS - MONEY	POS.-MONEY
1. \$70.00	7. \$20.00	13. \$15.00	19. \$15.00	
2. \$40.00	8. \$20.00	14. \$15.00	20. \$15.00	
3. \$30.00	9. \$20.00	15. \$15.00	21. \$15.00	
4. \$25.00	10. \$20.00	16. \$15.00	22. \$15.00	
5. \$25.00	11. \$20.00	17. \$15.00	23. \$15.00	
6. \$25.00	12. \$20.00	18. \$15.00	24. \$15.00	

TOTAL **\$515.00**

## FWD PURE STOCK POINT FUND

1. \$200.00	6. \$80.00	11. \$65.00
2. \$150.00	7. \$75.00	12. \$60.00
3. \$125.00	8. \$70.00	
4. \$100.00	9. \$70.00	
6. \$ 90.00	10. \$65.00	

Available prizes will be paid in a combination of cash and contingency awards from Flamboro Speedway & participating sponsors.

TOTAL: **\$1,150.00**

### TO QUALIFY FOR THE POINTS FUND YOU MUST:

1. Be a registered owner and only registered drivers may earn points to your car.
2. Point totals will be calculated as the total points earned from all scheduled events *plus* any show points as assigned to special events on the 2012 schedule.



Important Dates to Remember:

***RACING EVERY SATURDAY NIGHT!***

**APRIL 21<sup>ST</sup>      OPENING NIGHT – THUNDERS and MINIS**

**APRIL 28<sup>th</sup>      FIRST NIGHT LATE MODELS**

**JUNE 9<sup>th</sup>      GRISDALE TRIPLE CROWN RACE #1**

**JULY 7<sup>th</sup>      GRISDALE TRIPLE CROWN RACE #2**

**AUGUST 11<sup>th</sup>      GRISDALE TRIPLE CROWN RACE #3**

**AUGUST 25<sup>th</sup>      FLAMBORO MEMORIAL NIGHT**

**SEPTEMBER 29<sup>th</sup> and 30<sup>th</sup>  
THE OKTOBERFEST CLASSIC WEEKEND**

[WWW.FLAMBOROSPEEDWAY.CA](http://WWW.FLAMBOROSPEEDWAY.CA)



*The Tradition Continues...*

**Flamboro Speedway – The Tradition Continues**

Co-Owners: John Casale and Frank Casale

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Mailing Address: Box 118, Millgrove, Ontario L0R 1V0

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