

**IMS 4's**

**International Mini Stocks**

**4 cylinders**

**Based on Vancouver Island**

## **DISCLAIMER**

Please remember that the rules 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 EXPRESS 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 a participant, spectator or Official.

Specific Officials shall be empowered to permit minor deviation from any of the rules herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.

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

## **APPLICATION OF RULES**

The Technical and Safety rules, Competition Rules and Club and Membership rules are in effect without change for a period of two years.

The current period is for the 2011 and 2012 race season.

These rules can only be changed by review by committee and recommendation for change to membership at a formally conducted Rules Meeting held before the Annual General Meeting.

Current Rulings and Advisories can be voted by Directors and Officials at any time and will be recorded to that portion of the rulebook.

Board Rulings are to provide a common direction on application or further definition of technical or safety rules.

Advisories may be issued to reflect the current operating procedures of the Club and agreements in place with racing venues.

When doubt on the interpretation of any of the following rules, request interpretation from the Technical Committee.

IF THERE IS NOT A RULE TO COVER IT, request a ruling from the Board

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# **TECHNICAL AND SAFETY RULES**

## **PREFACE**

These rules were not written for the betterment of any one car. Any variation from these rules must receive prior written approval from the Tech Committee.

## **ELIGIBILITY**

i (Intent of the rules: To build a class of race car that uses a stock floor pan and suspension system and allow the manufacture of the equivalent of a stock floor pan and suspension. The intent is not to mix and match suspension components or allow major repositioning of components.)

ii Under the STOCK DESIGNATION RULE car pans and suspension must be originally manufactured in North America, or be destined for distribution in North America, originally available with 4-cylinder motor as a passenger vehicle.

iii Under the OPEN DESIGNATION RULE a car is assembled or built to the intent of the rules. A single model of vehicle floor pan and suspension is selected and the frame and suspension is constructed to the dimensions given by the manufacturer. The Owner is to provide one of the following forms of technical validations for construction to these specifications:

- a) Manufacturers data sheets and diagrams showing reference data and location points for floor pan and suspension mounting, with reference points to firewall, axles and spindles. Reference dimensions to indicate length widths and heights.
- b) Or the equivalent data from a repair data sheet (used in body /frame shops)
- c) Or an actual matching vehicle that can be measured.

iv Body styles:

- a) Four passenger cars or pickup truck body styles permitted
- b) No wagons, vans, "T" roof or soft-top cars, or compact utility vehicles
- c) No truck frames, all-wheel or 4-wheel drives allowed.
- d) No 4-wheel steering

## **DECLARATION**

v. Under the STOCK DESIGNATION RULE the car owner must declare to the Tech Committee what manufacturer, production range years, make and model the floor pan and suspension are, and what manufacturer and size the engine is. All parts must conform to the technical specifications for those declarations, the only exceptions being where noted in the IMS4 Club rules.

vi. Under the OPEN DESIGNATION RULE the car owner must declare to the Tech Committee what manufacturer, year range and model of suspension and floor pan is being constructed, (e.g. Nissan 240 SX suspension) and what manufacturer and size the engine is used. All engine and driveline parts must conform to the technical specifications for those declarations the only exceptions being where noted in the Club rules.

vii. The Owner must also declare what year, manufacturer and model the body is and the silhouette must match that body style.

# ***APPEARANCE and BODY RULES***

## BODY

- 1.1 (Intent of the rules: to have a class that presents a fairly modern and recognizable street car with racing features or racing bodies that are rescaled to the size of a compact car and incorporate features that are distinct to the class. Each Owner is challenged to provide some unique and non-hazardous detailing on their car.)
- 1.2 Body silhouette is to be maintained from top of front bumper to top of rear bumper.
- 1.3 Bodies swap are allowed provided the wheelbase and width of the finished body are within reasonable tolerances to the floor pan and suspension.
- 1.4 Fibreglass copies are permitted as replacement of metal hoods, trunks and fenders. These must be "stock appearing". Fiberglass bodies are permitted.
- 1.5 Doors must be bolted or welded shut. Door skins may be riveted in place.
- 1.6 Hoods and moveable trunk decks are to be secured using hood pins or Dzus fasteners.
- 1.7 Rear of car is to be enclosed.
- 1.8 If a steel door skin or roof panel is not provided (e.g. fibreglass), protection shall be provided by installation of a 20 gauge steel skin inside the door panel or by welding 0.125" steel fillers between the door bars and/or installation of a 20 gauge steel skin above the halo bar
- 1.9 Non-original openings in body are not allowed.

## REMOVAL

- 2.1 Gutting of original interior flammable material is required.
- 2.2 Original hood and deck latches must be removed.
- 2.3 All exterior body trim must be removed.
- 2.4 All headlights, marker/turn and taillights including support assemblies are to be removed. Lights are to be replaced with sheet metal or nose/tail pieces.
- 2.5 All non-essential wiring is to be removed.
- 2.6 The hood and deck lid may be gutted.
- 2.7 All wheel wells, interior liners, door posts and miscellaneous metal other than required components may be removed leaving a single layer of body skin.
- 2.8 All exposed edges to be rolled or suitably finished and smooth.

## Bumpers

- 3.0 (Intent of the rules: to provide contact points at the same height on all cars in the class, and minimize the damage received or given by offering some shock absorption, to remove points of contact that snag or lock cars together.)
- 3.1 Soft nose and rear bumpers are recommended, not to extend outside bodylines where the fender joins. Metal bumpers to be phased out of competition by start of 2013 season.

### 3.2 After market bumper skins allowed

3.3 A horizontal minimum 1 ½" x min 0.060" wall steel tube bumper with crush mounting is mandatory inside nose and rear bumper covers. Ends are to be radiused and extend 4" along side of car and exposed end filled smooth.

3.4 The dimension of crush zone is to be maximized.

3.5 No longitudinal rigid portion of pan frame or tube frame is permitted 4" beyond a flat face on the frame of the car and within 12" back from a bumper face.

3.6 Contact point for bumpers and inner steel tubes to be 16" from ground measured at any point on the bumper.

3.7 Existing metal bumper ends are to be blended to fender with sheet metal, same height as bumper.

### Windows

4.1 All glass except front windshield must be removed. Glass windshields to be phased out of competition by start of 2012 season.

4.2 Windshields may be made of safety glass, or Lexan (Polycarbonate) minimum thickness 1/8" (3/16" recommended) -

4.3 Acrylic or Plexiglas not allowed

4.4 All glass windshields to be securely mounted in rubber. Minimum of 4 (2 top and 2 bottom) windshield restraining clips are to be used, 3" x 1" x 1/8" steel bolted to body with 2" lap on glass.

4.5 Minimum of one, 1/2" x 1/8" steel bar or 5/16" round steel bar inside centre of windshield if Erhardt bar not installed in cage.

### Wheel wells

5.1 Trimming permitted for tire clearance, edges to be rolled, and no sharp edges.

### Paint

6.1 All cars shall be brightly painted (reflective). If dark colour, must have some contrasting features at each end to provide visibility to other cars.

### Numbers and Identification

7.1 Car numbers are to be 12" high on both doors, 18" high on roof (minimum) and 4" high on front of car.

7.2 Identification to be in contrasting colours to body paint, edges to be definite. Reflective films not permitted

7.3 Displacement (cc's) and required race weight must be displayed in 2" high numbers clearly on hood of car.

7.4 Top 5" of windshield to be left vacant for Club Series sponsor.

### Hood Scoops

8.1 A hood scoop not higher than 1.5" is allowed over air cleaner, centre portion of hood.

8.2 Scoop may be open or closed for airflow. Area below scoop cannot be closed to create ram air box.

8.3 A hole may be cut in hood for air filter, maximum 1" larger diameter than filter. Filter not to extend more than 1.5" above hood.

#### Rear Spoiler

9.1 Rear deck spoilers allowed, top edge of spoiler maximum 5" vertical from rear deck lid.

9.2 Rear deck maximum width.

9.3 Spoiler is not to impair driver's vision, based on view from drivers seat

9.4 Made of Polycarbonate or Aluminium, single plane.

9.5 Ends or supports not to extend above spoiler

9.6 Not to extend beyond bumper.

#### Air Dams and Splitters

10.1 Air dams and splitters are allowed from top of bumper downward, but must not extend forward more than 3" from bumper.

10.2 Only flexible material (flexible bumper skins, rubber or vinyl) may be lower than 3 1/2" from ground surface.

#### Sunroofs

11.1 To be removed and be securely covered with a min of 20 ga. steel.

#### Side-skirts and Ground effects

12.1 Side skirts and ground effects may be put in place of stock rocker panels and may extend no lower than frame.

12.2 Only flexible material (flexible bumper skins, rubber or vinyl) may be lower than 3 1/2" from ground surface with driver in car.

12.3 All components must be securely fastened. No component is permitted that is easily damaged or torn.

#### Mirrors

13.1 All mirrors must be inside the bodyline of the car.

## **CONSTRUCTION**

#### Chassis and Floor Pan (Stock Designation Rule)

14.1 Original stock frames and floor pan from the centre of the rear axle to the vertical turn of the firewall above the front clip mounting point and from inside rocker panel to inside rocker panel must be maintained (no lightening).

14.2 Patching allowed, provided that material used is original or same gauge as original.

14.3 Rust holes and cracked portions must be repaired.

14.4 Maintain original frame rail position between axles.

14.5 All suspension mounting points must be maintained in original position.

14.6 Frame rails may be replaced due to corrosion with min 2" x 2" x 0.090" steel tube.

14.7 Floor pan and frame rails may be reinforced and sub frame connectors may be added.

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#### Chassis and Floor Pan (Open Designation Rule)

15.1 Chassis Frame rails to be constructed with a minimum 2" x 2" x 0.090" steel tube.

15.2 Front and rear clip to be constructed of 1 ½" x 1 ½" x 0.090 wall steel tube or 1 ½" round tube.

15.3 A complete floor pan shall be provided from front firewall to rear firewall, and from left body skin to right body skin. Construction of tunnels is not permitted.

15.4 All sheet metal used to construct the pan must be steel, minimum 20 gauge thickness.

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#### Roll Cage and Door Bars

16.1 Full roll cage with front and rear bracing is mandatory.

16.2 All main roll cage bars must be a minimum of 1-1/2" outside diameter, 0.090" wall thickness and seamless or electric weld steel tubing for main roll cage. D.O.M. tubing recommended for main cage. Rear and front braces may be of material with minimum 0.060" thickness.

16.3 No square tubing in main cage or bracing.

16.4 A diagonal brace from top to bottom is required in the main roll bar.

16.5 Roll bar and base of front bars are to be tied to the pan-rails or frame rails. No tubing is to be welded directly to sheet metal.

16.6 Gussets required on all main cage welds. Gussets will be a minimum of 2" x 2" x .090" thick.

16.7 Minimum of three door bars are required on the driver's side of car, with two vertical bars.

16.8 Minimum of two door bars are required for the passenger side of car, with two vertical bars.

16.9 Do not drill holes through roll cage tubing for any reason. Boltholes should only be made in tabs securely welded to roll cage. Alternately, solid head eyebolts may be welded directly to the cage.

16.10 All bars except nerf bars must be contained inside skin of car. The only exception is the rear braces on a truck body.

16.11 A centre halo bar is recommended.

16.12 A windshield bar from centre of top halo bar to centre of dash bar is recommended (Ernhardt Bar).

16.13 A full seat support frame is mandatory.

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#### Firewalls

17.1 A minimum of 0.020" steel firewall or the stock firewall is to be maintained between drivers compartment and both engine bay and/or fuel cell compartments.

17.2 Firewalls are to extend to body skin and be closed against passage of flame and gases.

17.3 All holes over 1" diameter in firewalls are to be sealed with minimum 0.020" steel.

17.4 Maximum access/wiring hole size 1" diameter and sealed with grommets

### Nerf (Rub) Rails

18.1 Side rub rails may not extend outside of tire line. Rub rails must be smooth and have ends turned in towards car body.

18.2 Rails max 1.5" OD round or 1" x 2" rectangular steel and must be removable.

### Tow Hooks

19.1 All cars must have easily accessible hook-up/lift points at front and rear of car for a tow truck.

19.2 Hook-up/lift points to be brightly painted and be marked

## ***Suspension***

### General

20.1 Suspension will be as per manufacturer's specifications (Stock Designation Rule) and (Open Designation Rule) for declared make, and model.

20.2 Mounting points may be reinforced, slotted, and elongated but must remain in stock location.

20.3 Stock or polyurethane bushings allowed. No spherical bearings or solid bushings allowed.

20.4 Lowering allowed by change of spring/height, blocks, cut and turn of torsion bars and use of jacking bolts.

### Wheelbase

21.1 Maximum wheelbase of 104" inches.

### Track Width

22.1 Maximum track width 72" (measured at maximum tread width).

### Ride Height

23.1 A minimum 3" is required to lowest rigid part of car including engine, with driver in car.

23.2 Engine crankshaft centreline must be a minimum of 9" above ground with driver in car.

### Springs

24.1 Aftermarket and cut OEM springs allowed

24.2 Lowering blocks allowed on leaf springs.

24.3 VW front torsion bars may be cut, turned and welded

### Spindles and steering

25.1 Spindles must remain as per declared suspension, drop spindles are not allowed.

25.2 May use any steering replacement parts as long as they are stock O.E.M parts, from any manufacturer.

25.3 Tie rod ends may be replaced with heim ends.

#### Control arms

26.1 Aftermarket arm replacements permitted matching the dimensions of original parts.

26.2 Bushings in arms must match original factory configuration.

#### Weight Jacks

27.1 Maximum of four functioning jacking bolts permitted. Coil over sleeves are considered the equivalent of a jacking bolt.

27.2 No adjustment from drivers compartment.

27.3 A leaf spring shackle ladder will be considered equivalent to jacking bolts on rear leaf springs.

27.4 No adjustment allowed on forward leaf mounting points (front eyes).

#### Sway Bars

28.1 Sway bars optional

28.2 Panhard bar may be used at rear suspension

#### Shocks and Struts

29.1 OEM or Replacement steel bodied shock absorbers allowed. No more than four shocks per car; one shock per corner only. Hiem ends allowed.

29.2 NO adjustable or rebuildable shocks allowed.

29.3 No revalveable shocks allowed.

29.4 NO ALUMINUM SHOCKS or single piece shock and coil over ALLOWED.

29.5 NO exotic racing shocks allowed. Shocks MUST be cleared with Tech.

29.6 In MacPherson Strut type cars, the tops of the front struts may be moved to facilitate camber and caster adjustments or adjustment plates may be installed.

29.7 MacPherson Strut lower spring cups may be repositioned.

#### Wheels

30.1 13" diameter x maximum wheel width 7"

30.2 All wheels to be steel racing type wheel(s) unless otherwise approved by tech.

#### Tires:

31.1 Club spec for race season.

31.2 Any chemical substance or mechanical process which alters the tire(s) factory traction characteristics (e.g. - tire softener) is not allowed.

31.3 Tire testing may be conducted by Durometer at any time. Any car having tires with a reading lower than the ranges of other cars in the field at that event may be disqualified.

# Engine

## General:

32.1 The car owner must declare to the Tech Committee what engine manufacturer is used, what block and head are used and what modifications are made to the engine.

32.2 When in doubt as to the legality of replacement parts, the Tech Committee must be consulted for prior written permission to use such parts.

32.3 Engine and component swaps permitted, but must match manufacturer of floor pan/suspension.

32.4 In the event of any dispute, the burden of proof is on the car owner. Homologation papers, factory letterhead, or factory parts catalogue shall be the only acceptable proof. All proof must be in English.

32.5 Four cylinder motors only, heads and blocks up to a maximum original source engine displacement of 2400 cc, original displacement, plus 0.040" overbore (Maximum Engine size with overbore of 2450 cc)

32.6 Maximum compression ratio is 11 to 1.

32.7 All major engine components to be same manufacturer (e.g. Nissan to Nissan), block, crank, head, intake.

32.8 Engine mounts may be reinforced or fabricated. Engine must be securely mounted.

32.9 No engine set back allowed. Engine location is to be determined by the original bell housing flange location in relation to the firewall.

32.10 Transverse engines may be rotated and adapted to RWD transmissions by minimum ¼" thick plate

32.11 Differing engine component combinations will be monitored to ensure fair competition.

## Block

33.0 (Intent of rule: to use OEM standard parts or OEM style replacements that maintain close to original rotating weight. After market replacements are allowed to provide better dependability of parts.)

33.1 OEM production cast iron or aluminum block only

33.2 OEM Stock cast crankshaft only; balancing permitted, no non-stock counter weights, no removal of material (e.g. - knife edging).

33.3 OEM Stock cast connecting rods or steel alloy aftermarket replacements, beaming, shot peening and balancing are permitted. (H beam or I beam allowed but must have solid web and beams)

33.4 Pistons original or forged replacement permitted.

33.5 Internal modifications allowed.

## Head

34.1 OEM stock head only is allowed. Single cam shaft design.

34.2 Multi-valve heads are permitted

34.3 Any non-roller cam allowed. Valve springs, retainers, keepers and push rods, followers and rockers optional.

34.4 Stock OEM Roller cams are allowed only with original stock valve train. No aftermarket roller cams allowed. Valves may be replaced.

34.5 Dual cams to be reviewed for future implementation.

34.6 Solid lifters may be used in place of hydraulics, adjusting screw type is optional.

34.7 NO PORTING, POLISHING OR RESHAPING OF ANY PART OF THE HEAD OTHER THAN THE VALVE SPRING POCKETS.

34.8 Multi-angle valve grind allowed, maximum 75-degree (75°) seat angle.

34.9 Stock size valves only on 12 and 16 valve heads.

34.10 Oversize valves allowed on 8 valve heads.

34.11 Valve stem pocket may be blended to port for a maximum of ¾" beyond guide stem into port on 8 valve heads with larger valves only.

#### Intake

35.1 OEM stock intake manifold only.

35.2 Carb adapter may be bolted or welded to intake and blended into intake runners, maximum depth 1-1/2 inches into intake runners from mounting face. Maximum adapter height is 2 1/4 inches, including gaskets.

35.3 Intake may be Port matched to head, maximum depth 1-1/2 inches into intake from head mounting face.

35.4 Surface of runners not to be altered.

#### Exhaust

36.1 Headers allowed, anti-reversion type allowed.

36.2 Some type of muffler will be required to meet Club noise restrictions of 85 db at 100 ft in multiple directions.

36.3 Exhaust must meet noise restrictions of racing venues.

36.4 Cars over db levels will not receive points for the event.

36.5 Exhaust must exit under car/truck behind driver.

36.6 If exhaust is above floor pan in driver compartment, it must be covered with an airtight enclosure that is mounted securely.

#### Engine Seals and records

37.1 Heads and blocks are to be recorded by serial number that is highly visible or by an identification tag attached by the Tech Committee

37.2 It is the responsibility of the Car Owner to have a list of all components used to build their engine, and know what modifications were performed. The Car Owner shall also have an accurate calculation of their displacement.

38.3 Sealing of engines and components will be determined by the Tech Committee.

# **Fuel System and Fuel**

## Carburetors

The following carburetor options are allowed:

38.1 "5200" series Holley carb or equivalent with 26 mm primary, 27 mm secondary venturies.

38.2 Holley model no. 2300 - 350 CFM 2 barrel: maximum venturi diameters of 1 3/16" diameter, maximum throttle bore diameter 1-1/2 inches,

38.3 Autolite (Motorcraft) 2100 or 2150 series 2 barrel: with max 1.21 designation on side of bowl. - maximum throttle bore diameter 1-9/16 inches.

38.4 Original 1 or 2-barrel carb for engine being used.

38.5 Keith Dorton Holley 2300 style carburetor allowed, Model 0-80787-1 and metering block #134-276 with no modifications.

38.6 Choke assembly may be removed and holes plugged. Air horn may not be removed.

38.7 No internal modifications other than change of jets and power valve.

## Fuel Injection

39.1 Fuel injection to be reviewed by tech committee for future implementation

## Enhancements

40.1 No turbo charger; no super charger.

40.2 No nitrous injection

## Fuel Pump

41.1 Mechanical or electrical pumps allowed, refer to safety rules.

## Fuel Lines

42.1 Any fuel lines routed through the driver's compartment must be suitably enclosed in steel

42.2 No aluminium lines allowed

42.3 No rubber lines allowed under floor pan, only steel or braided lines.

## Fuel

43.1 Automotive pump gasoline only with a maximum octane rating of 94. No Home Brew fuels allowed. NO MARKED GAS--NO COLORED GAS--NO ADDITIVES PERMITTED-- NO RACING FUEL.

43.2 No alcohol or methanol based fuels.

43.3 Testing may be performed at the track.

# **Oil System**

44.1 Oil pan may be modified to maintain oil pressure and to have more capacity.

44.2 Minimum one quart metal catch-can for oil breather is required with rollover check valve, sealed system.

44.3 No dry sump type systems.

44.4 No graphite based or synthetic oil allowed.

## ***Cooling System***

45.1 Radiators to remain in stock location only;

45.2 Min 1 qt catch can mandatory. System and hoses to be installed to prevent blow-over to track

45.3 No antifreeze or glycol compounds allowed.

45.4 No portion of the cooling system is permitted in the driver's compartment.

## ***Electrical System***

### Ignition

46.1 Ignition systems optional

46.2 No magnetos

46.3 Crank triggers permitted

46.4 MSD and similar aftermarket ignition allowed

46.5 After market distributors are allowed.

### Charging system and battery

47.1 Alternators allowed

47.2 Battery must be encased in a reinforced acid proof / metal container, and be securely bolted, welded or strapped to a solid part of the frame or floor pan.

47.3 Battery is to be mounted in the driver's compartment above the floor pan, preferably behind the driver unless approved elsewhere by tech committee

47.4 A battery master switch ("kill switch") is required in a conspicuous and easily reached point in the driver compartment, on the dash, just right of centre.

47.5 A second kill switch may be installed if required

47.6 Switch on/off positions are to be clearly labelled

## ***Driveline***

### Starter

48.1 An operating starter is required at all times

### Clutch and Flywheel

49.1 Stock steel flywheel may be lightened and balanced or billet steel flywheels may be used

49.2 A functioning OEM production style single disc clutch is required at all times.

49.3 No ram clutches or couplers allowed.

49.4 No aluminium flywheels

49.5 Flex plates allowed on automatic transmissions only

#### Scatter shield

50.1 Minimum 1/4" thick steel or approved blanket (e.g. - conveyor belt material), Minimum 180 degrees cover on driver's side

#### Transmission

51.1 Stock OEM standard transmissions only are permitted. Manufacturer to match floor pan

51.2 Operational 1st and reverse gear is mandatory.

51.3 The Tech Committee must approve the use of an automatic Transmissions

51.4 Automatic transmissions must have operational torque converter and a catch can of minimum one gallon

#### Drive shaft

52.1 OEM Steel drive shaft mandatory.

52.2 Cars with longitudinal drive shaft must have a brackets no less than 1/4" x 1" placed around the drive shaft and fastened to the floor or cross member, no more than 8" from each of the ends of the drive shaft.

52.3 Drive shaft to be painted white.

#### Differentials

53.1 Differentials may be open or locked by welding the Spider gears or installing mini spools

53.2 No torsion type. No quick changes or functioning limited slips allowed. No full spools or lockers allowed.

53.3 Rear end swaps are permitted, any OEM assembly.

53.4 All suspension pick-up points must be attached and working in original stock configuration. Rear end style must remain as original for the pan/suspension declaration

#### Brakes

54.1 All brakes must be operational on all four corners

54.2 Stock type (OEM)) brakes only as per make and model of car.

54.3 Disc brakes, OEM stock callipers and ferrous rotors only may replace drum brakes.

54.4 No aftermarket or home grooving /drilling allowed

54.5 Rotors must bolt to spindles/axle hubs

54.6 Tilton style/ proportional dual masters and bias proportioning valves are allowed.

# Safety

## Fire Extinguishers

55.1 2-1/2 lb. fire extinguisher is mandatory in Drivers Compartment.

55.2 On-board fire system highly recommended. Minimum of 2 outlets, one located at Fuel cell and one located in engine compartment. Release must be accessible from driver' seat.

55.3 Annual service check is the Owner's responsibility.

55.4 A minimum 5 lb type dry chemical extinguisher shall be kept in each pit area.

## Safety Belts

56.1 Seat Belts, (minimum 5-point mandatory) requiring;

a) A double strap shoulder harness, minimum 3" width.

b) A quick-release lap belt, minimum 3" width

c) All belts must be attached to the roll cage on welded tabs and bolts sized as per the manufacturer.

d) Minimum 2" wide submarine belt

e) Sternum strap recommended.

56.2 Belts dated maximum 5 years.

## Driver Protection

57.1 Approved driving suit mandatory - minimum SFI rated for racing single layer rating.

57.2 Fireproof driving gloves mandatory.

57.3 Driving shoes mandatory.

57.4 Helmets must be full head coverage type and must meet Snell SA2000 (or equivalent) standards or newer.

57.5 If helmet is "M" rated and not "SA" rated, driver must wear fireproof balaclava.

57.6 HANS type head and neck restraint devices are recommended. Neck collars mandatory if no restraint system is used

## Padding

58.1 All roll cage bars within reach or contact by the drivers arms or legs are to be protected with rated roll cage padding.

## Window Net

59.1 A ribbed style, racing rated window net must be installed in a manner according to manufacturer, inside the roll cage - opening at top

59.2 A quick release mechanism is to be provided for quick removal by the driver or safety crew.

59.3 No homemade nets.

59.4 Window net must be replaced after 5 years from manufacturers date on net

## Steering Wheel

60.1 Hub must be padded.

## Drivers Seat

- 61.1 Driver's seat must be an approved high back one-piece aluminium racing-type seat. Headrest is mandatory
- 61.2 Seat must be attached to main roll cage with min 2 bolts to the back and min 2 bolts to the seat support frame. Installation to follow manufacturers recommendations.
- 61.3 Padded rib extensions and leg extensions are recommended
- 61.4 Side helmet constraints are recommended if neck restraint system is not used
- 61.5 Shoulder constraints are recommended
- 61.6 All installations are to follow the manufacturers instructions

## Fuel Cell

- 62.1 A fuel cell is mandatory.
- 62.2 Fuel cell must be designed and manufactured expressly for oval track racing use.
- 62.3 Fuel cell must be securely fastened to frame or body.
- 62.4 Fuel cell must be enclosed in a metal container of minimum 22-gauge steel.
- 62.5 Fuel cell must be secured in place by a minimum of 4 2" wide x .125" straps or 1 x 1" tubing around cell.
- 62.6 Fuel cell must be located in the opposite end of the car from the engine.
- 62.7 Fuel cell is to be a minimum of 12" from bumper.
- 62.8 Fuel cell must only be filled by opening rear deck and filling directly through a cap mounted directly on the cell. Filler necks are not allowed.
- 62.9 The filler cap base and cell frame/container are to be grounded to the car frame and the filler cap is to be tethered by a short length of safety cable.
- 62.10 The fuel cell and support frame must have 10" of ground clearance if not protected by floor pan below.
- 62.11 Vent lines must have check valves.

## Fuel Pump override (electric pump)

- 63.1 Electric fuel pump shut off switch mandatory - e.g. - Vega type oil pressure switch
- 63.2 Momentary override switch allowed for starting engine

## Ballast Weights

- 64.1 All ballast weight shall be lead or steel , no lighter than 2 lb each and be mounted securely to the frame or floor pan
- 64.2 All weights must be painted white and be labelled with car number

## Radios and communication

- 65.1 In-car communication radios will be permitted and is completely optional.

# **Competition Rules**

## ***Sportsmanship and Conduct***

66.1 Car appearance to be maintained regularly – Owner/driver is responsible.

66.2 Car owner and driver shall be responsible at all times for the appearance and conduct of their pit crew. All persons entering the pits must sign in under a car number.

66.3 When one signs for a pit pass, he/she accepts these rules and agrees that he/she and his/her crew will abide by them; “crew” means anyone signing in at the pit gate under that car number.

66.4 Drivers must appear in clean uniforms, and their pit crew must be in clean trousers or in ~~light~~ light coloured uniforms, or they may be refused entrance to the pits. All persons in the pits must have a shirt on at all times. It is recommended that drivers and pit crews wear light or reflective clothing at all times during events so drivers entering the pit at night can see them.

66.5 Drivers and/or a pit crewmember shall be with their cars at all times.

66.6 All participants at Club venues are expected to conduct themselves in a calm and courteous manner, speak in a respectful manner and remain mindful of the monetary investment made by all the members of the Club

## ***Pit Rules***

67.1 Owners must register their car prior to participation in a racing venue.

67.2 Drivers and Owners must have a Club Membership Card.

67.3 No one under the age of 14 will be allowed in the pits without track permission

67.4 A pit pass must be affixed on the person and be in plain sight.

67.5 All drivers and cars/trucks must be ready to run when called upon to do so, or they will lose their starting position.

67.6 Race car and equipment must not occupy more than one pit space wide. Cars are to be parked off pavement except when awaiting entrance to the track.

67.7 No mechanical work, which could result in fluid spillage, is to be performed over paved surfaces. Drivers are responsible for clean up of their pit area.

67.8 Erratic driving in the pits will result in disqualification or a fine.

67.9 Pit meeting attendance is mandatory for all drivers.

67.10 There will be a mandatory fine for each party involved in any fighting before, during, or after any racing event and removal from the venue

67.11 No glass containers of any kind allowed in the pits.

67.12 The person to whom the car number is registered is totally responsible for the crew.

67.13 Each pit should have a current copy of the Rule Book.

## ***Rookies and Driving Ability***

68.1 Before competing, all rookies must complete a minimum of one practice session under the supervision of the Driving Committee before competing in an event.

68.2 Anyone who has not raced in more than three Club programs is considered a rookie.

68.3 All rookies shall display yellow tape on rear bumper at all times while on the track until the Driving Committee and Board recommend removal.

68.4 Rookies shall start at the back of all races for a minimum of three races, or until they have demonstrated a level of confidence that is accepted by the Driving Committee

## ***Racing Rules***

69.1 The control of any race event is solely by the flagman and their assistants.

69.2 Any driver who has not raced before, or has had little track experience, must attend a Driver Orientation prior to driving a race.

69.3 The person who "times in" a car must drive that car in the heat or main event for the car to retain its starting position. If another driver is to race the heat or main event, the car must start from the back of the pack.

69.4 No loose items will be carried in car/truck in any compartment at any time while car is on the track

69.5 Cars involved in an accident may not be allowed back on the track without permission of a member of the Tech Committee and /or track official

69.6 In the Championship Race, any driver who has not driven a minimum of 3 points races prior to this race must start at the back of the pack.

69.7 All cars must be ready to time in with their own class. No re-times, unless requested by Officials.

69.8 If two or more cars have the same time, the first car recording the time shall be considered faster.

69.9 A car must take the green flag at the beginning of a race to be eligible to receive points.

69.10 A car taking the Green Flag in Hot laps is considered to attend for year-end payout.

69.11 When yellow flag is displayed, slow down (without causing an accident!) and use extreme caution. DO NOT RACE TO THE YELLOW. Cars may be returned to the position held on the last completed racing (green flag) lap before racing will be resumed. Car(s), which caused the yellow flag, may be placed at the rear of the field.

69.12 Any car requiring assistance to restart during a yellow or red flag must restart at back of pack.

69.13 Cars that receive the mechanical black flag (black with yellow centre) during an event must be cleared by the Pit Boss or designated Official before re-entering the event. Car must report to the pits to receive clearance.

69.14 Black Flag –Disqualification from race.

69.15 Any car entering the pits under a yellow or red flag must restart the race at the rear of the field.

69.16 Under the green or yellow flag, drivers may not exit car unless given permission by track official. (except in case of fire or roll over)

69.17 When a red flag is displayed, stop as soon as possible without causing an accident. Drivers must remain seat-belted in their cars/trucks until race is stopped or official permission to exit is given, except in case of fire or roll over.

69.18 During a red flag one pit person per car allowed on track. No object of any kind that could be used to repair the car is allowed on the track. Windshield cleaning is permitted. Official permission may be given to proceed to the pits.

69.19 No one other than Ambulance, Wrecker, Firefighting Personnel, and Officials shall be allowed at the scene of an accident.

69.20 A race is complete when the chequered flag is displayed.

69.21 Decisions reached by Track Officials shall be final.

69.22 Continuous blocking of another car will not be tolerated. If you are about to be passed, you must allow the other car a groove to race in.

69.23 In competition, anyone running lower than their qualifying time by more than 3/10 of a second on a 1/4-mile track, or by more than 5/10 of a second on a 3/8 to 1/2 mile track, for one lap will be deemed to have broken out. (governed by track conditions). Penalty will be loss of points, money and trophy for that race program. Cars, which start an event behind the fastest qualified car, in that event, shall not be penalized for running under their own qualifying time.

69.24 Any car entering the track at any point must yield the right of way.

69.25 Cool-off lap recommended after chequered flag.

69.26 Arm signal required when entering the pits. Exercise caution.

69.27 Reporting To Scales - After the Main Event, the top 4 cars are to stop on the front straight-away, 1st place in Victory Square. Then, report directly to the scales. Drivers, who do not go directly to the scales, will receive last place points. The reason for this is that we do not want anyone to touch the cars after the Main Event, prior to going over the scales. If you aren't sure whether or not you placed in the top 4, go directly to the scales after the Main Event. You will be told at that time.

# **Club and Membership Rules**

## ***Club Organization***

### Board of Directors

70.1 The club is governed by a Board of Directors, elected on a regular basis with the mandate of providing an equitable venue to race the vehicles registered within the club.

70.2 The Board meets on a monthly basis during race season and as needed off-season.

70.3 The Board of Directors shall consist of a minimum of five individuals. \*

- a) President \*
- b) Vice President \*
- c) Secretary \*
- d) Treasurer \*
- e) Technical Director \*
- f) Membership Director
- g) Promotions and Sponsorship Director

70.4 All Board members except President have one vote each at Board meetings with the Club President casting the deciding vote in case of tie.

### Discipline and Protest Board and Meetings

71.1 A Discipline and Protest Board shall consist of a minimum of three individuals

- a) The President or Vice President
- b) The Technical Director or a member of the technical committee (When matter is of technical or safety nature)
- c) One or two board members without affiliation to the involved party or car protested. (One member when matter is of technical or safety nature)
- d) No party involved in an issue may sit on a Discipline or Protest Board.

71.2 A Discipline Board shall be convened immediately after an event to deal with all issues arising during the event. Parties involved will be notified of any discipline action at the end of the meeting.

71.3 A Protest Board may be held upon receipt of a protest, immediately following a race but no later than 3 days after receipt.

### Pit Boss

72.1 The pit boss and assistants are appointed by the Board of Director to regulate races at the venue, conduct weigh-in, set order of time in and assign cars to races, setting order of starts.

### Technical Committee

73.1 Under the guidance of Technical director, the technical committee is appointed by the Board of Directors to ensure that cars comply with the intent of the rules

73.2 The committee is to manage and verify Owner declarations on all cars registered to the Club

73.3 The committee is responsible with determining the methods to test and prove rule compliance; determining acceptance of documentation provided by Owners and determines methods of sealing or marking engines and components.

73.4 The Technical Committee will meet to conduct a review of the rules and report on any updates required or requested by the Owner membership.

## Driving Committee

74.1 Under the direction of the Vice President, The Driving Committee is appointed by the Board of Directors to educate and evaluate drivers in the club.

74.2 The Driving Committee is responsible with determining the suitability of drivers to participate in events and give guidance to Owners. The Driving committee shall also report all drivers that pose a risk to themselves or others, and suggested restrictions to the Board.

74.3 The Driving Committee will review the participation of all cars and drivers with fast lap times in excess of 2 seconds over the fastest car in an event.

## ***Duty and authority of Board Members and Officials***

75.0 Board members have the following Duties and Authorities

### 75.1 President

- a) To represent the Club in all dealings with racing venues, Press and General Public
- b) To promote the Club and encourage growth and membership
- c) To chair Board Meetings, call meetings and deal with Club business
- d) To ensure fair consideration of all matters before the Board and cast deciding vote when required
- e) To veto any action within the Club that is contrary to the current Rules of the club
- f) To ensure that the duties of all directors are fulfilled and that no authority is exceeded
- g) To delegate any duty or authority when required
- h) To recruit and nominate members of committees to the Board
- i) To act as a signing authority of the Club
- j) To name and/or chair the Discipline and Protest Board with power of final decision

### 75.2 Vice President

- a) To stand in for President when unavailable
- b) To participate as a voting member of the Board
- c) To chair the Driving Committee with power of final decision
- d) To act as a signing authority of the Club
- e) To assist in preparation of rulings and advisories of a competition nature.

### 75.3 Treasurer

- a) To manage all financial matters of the Club
- b) To participate as a voting member of the Board
- c) To develop the annual budget, recommend fees and assist the President in negotiation.
- d) To report on club finances at Board meetings and Annual General Meeting
- e) To act as a signing authority of the Club

### 75.4 Secretary

- a) To manage all correspondence and archival matter of the Club
- b) To record and circulate minutes of meetings
- c) To participate as a voting member of the Board
- d) To assemble results of races, assign points to Owners and Drivers and distribute results.
- e) To review distribution of information about club
- f) To guide, support and review contents of WebPages

### 75.5 Technical Director

- a) To interpret Technical and Safety Rules
- b) To chair the Technical and Safety Committee with power of final decision
- c) To participate as a voting member of the Board
- d) To report on Rule compliance to the Board
- e) To report on actions of the technical Committee to the Board
- f) To assist in preparation of rulings and advisories of a technical/safety nature.

#### 75.6 Membership Director

- a) To manage and keep current club registrations of members and cars
- b) To record and update sponsorship information on cars and driver information sheets (Media Packages), for distribution to hosting venues, (announcers) and Press
- c) To participate as a voting member of the Board
- d) To develop strategies on club membership growth

#### 75.7 Promotions and Sponsorship Director

- a) To formulate and organize events promoting the Club
- b) To solicit Club season sponsorship and Race event sponsorship.
- c) To participate as a voting member of the Board
- d) To prepare Advertising and Media Information packages about the Club and distribute to prospective sponsors

### ***Annual General Meeting and Election of Board of Directors and Officers***

76.1 All Directors are to be current members of the Club at all times.

76.2 The Board of Directors is to be elected annually, by nomination and vote by the membership of the club

76.3 The Outgoing Board will appoint a Nominating Committee to solicit prospective Board Members for nomination at the Annual General Meeting.

76.4 An Annual General meeting is to be held after the end of the race season each year

76.5 All members are to be informed two weeks in advance, of the time and location of the meeting.

76.6 The agenda for the meetings will be:

- a) Sign in of members
  - b) Determine that there is a quorum (minimum 35% of membership)
  - c) Elect a person to chair meeting, if necessary
  - d) Present proof of meeting notices and approve agenda
  - e) Approve minutes from last Annual General Meeting
  - f) Deal with unfinished business
  - g) Receive reports and approve past budget from outgoing directors
  - d) Deal with new business
  - e) Nominate and elect a new Board of Directors
    - i. President\*
    - ii. Vice President\*
    - iii. Treasurer\*
    - iv. Secretary\*
    - v. Technical (Safety) Director\*
    - vi. Membership Director
    - vii. Promotions and Sponsorship Director
- \*The first five positions must be filled to have a new board.
- f) Adjourn the meeting.

76.7 Meetings will be conducted with order and respect to members that have the floor.

76.8 Any individual that becomes unruly or disruptive will be asked to leave.

## ***Rules Committee and Rules Meeting***

77.1 In each even numbered year a process of review of the club rules is to be undertaken.

77.2 Starting in the mid season:

- a) The technical committee will review all technical and safety issues arising since the last rules meeting and formulate new rules to address these issues.
- b) The driving committee will review all competition issues and recommend changes to the competition rules.

77.3 These recommended rule changes will be presented to the Board for finalization and preparation to workshop.

77.4 Owners will be notified of workshop time and locations and be given a draft of the proposed rules. Owners will be asked to review and present written comments back to the Board prior to workshops.

77.5 Workshops chaired by the Technical Director will be called to involve the Owners (or representatives) to prepare a final consensus of the Technical and Safety rules.

77.6 Upon assembly of the final documents, a notice of Rules Meeting along with the final draft of the rules will be prepared and circulated to the Membership. (Minimum of 7 days in advance of Meeting)

77.7 Any alternate rule proposals may be submitted to a member of the Board in writing, a minimum of 96 hours prior to the meeting. These proposals will be placed on the agenda for discussion and consideration.

77.8 No unwritten proposal will be accepted at the Rules Meeting. Written proposal suggesting significant change will be distributed to the members prior to the meeting.

77.9 At the rules meeting, the agenda is:

- a) Sign in of members and issue of voting cards to Owners
- b) Determine that there is a quorum (minimum 50% of Owners present)
- c) Present proof of meeting notice
- d) Reports of the Technical Committee regarding Technical and Safety Rule
- e) Reports of the Driving Committee regarding Competition Rules
- f) Presentation of the proposed rule changes
- g) Presentation of alternate rule proposals
- h) Discussion, revision of rules/wording and vote on Technical and Safety Rules by registered Owners
- i) Discussion, revision of rules/wording and vote on Competition Rules by all registered members
- j) Discussion, revision of rules/wording and vote on Club and Membership Rules by all registered members
- k) Adjournment of meeting



81.16 Protest Board decisions on technical and driving protests may not be appealed to the Protest Board or Board of Directors.

81.17 If the Protest Board rules that the protested item, part, or action is within the IMS 4's rules, 90% of the protest fees will be awarded to the protested.

81.18 If the Protest Board rules that the protested item, part, or action is not within the IMS 4's rules, 90% of the protest fee will be returned to the protestor, and the Board will make a penalty decision.

81.19 The Protest Board has the power to impose any penalty it deems necessary and appropriate. If a car is found to be illegal, the maximum penalty to be imposed is the loss of points, money, and trophy for the program and all other programs subsequent to the last technical inspection of that car. Parts or components found to be illegal might be impounded by the Board until the end of the season.

81.20 Only the protested party may appeal the penalty to the Owner membership.

#### Technical Protest Inspection

82.1 There will be a maximum of five people present at the inspection: two people affiliated with the car under protest (car owner and/or owner's representative); two Tech Committee members (or one Tech Committee member and one Protest Board member); and one protester's representative.

82.2 Findings of the Technical Inspection will be forwarded to the Protest Board for decision.

#### Teardowns

83.1 Car owners will not be reimbursed for gasket costs incurred at final ("Season Championship") teardown.

83.2 At other times, if a car not under protest is ordered by the Board to be torn down (and found to be legal), the owner shall be reimbursed for gasket costs up to a maximum of \$100.00. A letterhead receipt for parts must be submitted to the Board.

#### Technical Pre-season and Spot Inspections

84.1 All cars must be inspected by the Technical Committee before first competition in events.

84.2 ANY car at the racetrack may be subject to a spot inspection at any time.

84.3 Any car breaking a track record will undergo a technical inspection at that event and may be subject to tear down.

## **Membership**

85.1 The Club is open to membership by all persons having a common interest in racing 4 cylinder stock automobiles.

### Owner membership

86.1 The purpose of declaring Ownership of a car is for the monetary remuneration to the registered Owners of all funds due to that car as a result of participation in an event or accumulated during a season.

86.2 An Owner member has the right to vote on all technical and safety rules and all the rights of a driver member.

86.3 If you have an assigned car number, it will carry over to the next season providing the following conditions are met:

- a) You must renew your membership by the first point's race of the next season.
- b) The number must be raced by the third point's race of the next season.
- c) The Board prior to the third point's race may consider special cases.

86.4 Car Number 1 is reserved for the previous season Owner Champion.

86.5 Car Numbers 27 is not available out of respect for Billy Foster.

86.6 If the above conditions are not met, the car number reverts back to the club for re-assignment

86.7 No car number may be changed after the car has timed in.

86.8 The Technical Committee will inspect all new vehicles, for compliance to the rules.

86.9 Any car showing up to race is not guaranteed the right to race. Other than a visitor all cars must be registered

86.10 All cars must comply with basic safety rules.

86.11 Fines must be paid in order to participate in next event.

### Driver/general membership

87.1 A driver/ member may participate in all racing venues

87.2 A driver/member may compete for Championship points and season standings

87.3 A driver/member may vote on competition and club and membership rules, participate in election of directors, sit as a director, and participate on committees when invited.

### Visitors

87.4.1 A visiting car and or driver may be allowed to participate in one event per race season.

87.5 The Technical Committee will inspect all visiting vehicles, for compliance to the rules.

87.6 The Technical Committee may assign a competition equalization weight penalty to be added to the car in order to participate in the venue. That weight must be added to the car prior to timing in or competing.

# Current Board Rulings and Advisories

## **Points**

88.1 Driver Championship Points Accumulated by the individual only—no back-up/replacement drivers

88.2 Owner Points— Accumulated by car number regardless of who is driving the car.

88.3 Trophy Dash: No points (trophy only)

88.4 Points schedule

<b>Position</b>	<b>Time in</b>	<b>A Main</b>	<b>B Main</b>	<b>A Heat</b>	<b>B Heat</b>
1	60	100	42	30	30
2	56	95	39	29	29
3	55	90	36	28	28
4	54	85	33	27	27
5	53	80	30	26	26
6	52	76	28	25	25
7	51	72	26	24	24
8	50	68	24	23	23
9	49	64	22	22	22
10	48	60	21	21	21
11	47	57	20	20	20
12	46	54	19	19	19
13	45	51	18		
14	44	48	17		
15	43	45	16		
16	42	42	15		
17	41	39	14		
18	40	36	13		
19	39	33	12		
20	38	30	11		
21	37	28	10		
22	36	26	10		
23	35	24	10		
24	34	22	10		

88.5 Bonus Points: 5 Bonus points will be awarded for receiving the chequered flag.

88.6 Saratoga Points: Additional Bonus Points may be awarded for Saratoga Races.

88.7 Heat Races Starting order of heat races to be seeded by alternating reverse order of time in.

## ***Budget, Payout and Prize Funds***

### Budget

89.1 At the start of each race season the Treasurer shall propose a budget to the Board of Directors.

89.2 The budget will include operating allowances for

- a) Operating costs for the club
- b) General expenses
- c) Facilities rentals
- d) Operating expenses for Protest, Technical and Driver Committees
- e) Annual banquet and trophy costs
- f) Race Night Payout and tow fee payout

89.3 The budget will forecast sources of revenue from:

- a) Membership and car registration fees
- b) Series and race sponsorships
- c) Track payout and tow money

89.4 All expenses incurred during the season must be paid within the season.

### Payout to Owners,

90.1 Each participating Owner will be paid for each race their car has attended, payable at the end of the season as a Participation payout. Amount of payout to be determined by the Board of Directors.

90.2 All Owners will be paid a Participation payout at the end of the season based on the number of races attended

90.3 At end of season the remaining Club income less approximately \$350.00 will be paid by equal division to participating Owners as an Attendance and Sponsorship payout.

- a) Approximately \$100.00 will be allocated for season budget carry-over to next year.
- b) First place will receive \$100 above equal division
- c) Second Place will receive \$75.00 above equal division
- d) Third Place will receive \$50.00 above equal division
- e) Fourth place will receive \$25.00 above equal division

90.4 In order to qualify for year end Attendance and Sponsorship payout, the Owner must have raced their declared car for 75% of the season point races.

## ***Fees and Dues***

91.1 Membership and Car Registration for Owner/drivers \$50

91.2 Driver/General Membership \$25

## ***Fines and Penalties and Disqualifications***

92.1 Automatic disqualification if graphite oil, synthetic oil or antifreeze is used in racecars.

92.2 Automatic disqualification for Sound level exceeding 85 db

92.3 Any member or member of a pit crew entering the track (inside the wall) during an event, risks a fine and/or disqualification

92.4 Threats against any member that are regarded as a potential danger or actions of sabotage or behaviours by persons or parties that is deemed by the Board to be detrimental to the betterment of the sport may be brought before the Board. Penalties, if any, may be fines, probation, loss of points and/or money, forfeiture of awards or trophies, suspension or expulsion from the Club

92.5 Excessive use of foul or profane language will result in a fine and/or disqualification against the Car Owner or Driver.

92.6 ANY member found drinking or drunk, using or under the influence of drugs in the pit area or anywhere on the track during our race program will be suspended for a minimum of two consecutive racing events. Such use and/or influence shall be determined by a majority of Board members present, with the assistance of Track Security Personnel, if requested by the Board members present. A repeat offence will result in suspension for the one full year.

92.7 Violation of any rule, by anyone on the pit crew, may lead to the expulsion of the crew member(s) and the car with which they are associated. "Crew" means any person signing in the pit gate under that car number.

92.8 Drivers not remaining seat-belted in their cars/trucks until race is stopped or official permission to exit is given, except in case of fire or roll over will receive an automatic disqualification.

92.9 Blatant disregard of black flag for two consecutive laps will result in removal of all Driver and Owner points race night payout for that race program.

92.10 Erratic driving will not be tolerated. If your car has a problem, keep out of the way or drive with more caution. A poor handling car or bad brakes is not an excuse for hitting another car. Penalties or disqualifications may be handed out at the discretion of the Board after consultation with the Starter.

92.11 Anyone throwing a helmet or objects, or acting in an unsportsmanlike manner, toward a Board member, another driver or Track Official will be disqualified and suspended from competition for one successive racing program.

92.12 The Club will not tolerate any driver being overly aggressive or retaliatory or pulling stunts of any kind directed at any driver(s). These actions could result in being sent to the back of the field, getting the black flag and/or probation and/or suspension

92.13 It is for the well being of the club that problems must be addressed and rectified before they are given the chance to degenerate into uncontrollable behaviours. Therefore, all drivers are being given this notice as fair warning. Please be advised that any driving deemed to be rough or aggressive by the Driving Committee that causes an incident on the track, will result in a driver being put on probation. If this driver causes another incident while on probation, this will result in a three-race suspension. Further incidents by same driver, may result in being suspended for the year.

92.14 Cars under weight after a main event: on first offence verbal warning if within tolerance determined by pit boss, if over or on second offence loss of event points and fine.

92.15 Repair of a car under a red flag, penalized to rear of restart.

92.16 Except where noted, a fine, penalty or disqualification may be appealed to the Board in writing and will be dealt with at the next regularly scheduled meeting. The decision resulting from an appeal is final.

92.17 All complaints about drivers, members of the Club or pit crews are to be submitted to the Board in writing stating all circumstances as clearly as possible. Upon receiving a complaint The Board will investigate and take action as is appropriate.

92.18 Guideline for fines and penalties.

1) Fines are levied against car Owners. Fines are given for actions resulting in a breach of technical rules resulting in achieving an unfair advantage over the competition or any action where the Owner is not in control of the Driver or Pit Crew.

- a) The minimum fine is \$50 and loss of owner's points for event,
- b) A subsequent fine is \$75 and one race suspension

2) Penalties (loss of points) are levied against drivers. Penalties are given for actions resulting in a gain of points to a driver or a loss of points to another driver resulting from the action.

- a) The minimum loss of points is 50 points; a subsequent minimum penalty is 100 points

3) Disqualifications are levied against Owners and/or Drivers for that singular event

4) Expulsions and/or suspensions are brought against any club member or member of a pit crew.

### ***Club spec for tires:***

93.1 Goodyear Short Trackers – A400, 23 x 7" x 13" rim size

## ***Race Weight (with driver)***

94.1 Minimum car race weights are determined by multiplying the actual engine displacement, (bore area x stroke x 4) by the weight ratio and then adding or deducting weights if applicable.

Base weight , all cars with driver	1.0 lb per cc of displacement weight ratio
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94.2 Weight deductions

1) none at current time	deduct 0 lbs
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94.3 Weight Additions

1) For an 8 valve head with larger valves	add 50 lbs
2) For a 12 valve head	add 75 lbs
3) For a 16 valve head	add 100 lbs
4) For an Independent rear end	add 0 lbs
5) For a front wheel drive car	add 0 lbs
6) For Open Designation vehicles	add 50 lbs

94.4 Minimum Race Weight with deduction/additions	1600 lbs
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94.5 No car will be required to weigh more than a maximum race weight of 2550 lbs with driver.

94.6 At any given time, during a sanctioned event, all cars must weigh their minimum race weight with driver.

94.7 Maximum of 56% left side weight with driver.

94.8 On weighing of cars, no topping off of fluids allowed. Parts lost or removed during race cannot be added to achieve weight.

94.9 Weight must not be added if an instruction has been given to report to the scales. Weight may be added up to the start of main events if no instruction has been given.

## ***Car Race Weight Adjustments***

95.0 (The intent of the following rules is to provide a fair and equitable racing venue, but is not intended to give advantage or penalize any one individual or class of car/engine unless it is clearly illustrated that there is an obvious advantage that needs to be addressed and that the current rules do not address.)

95.1 No Weight Adjustment shall be implemented until 2 races after a major change of rule or equipment that would affect performance.

95.2 At regular intervals fast lap times for events are to be reviewed to determine if a particular type of engine, head or combination is at an unfair advantage over other cars in the club. The Technical Committee will review if a weight adjustment is required.

95.3 The Board of Directors may direct the addition of weight to cars to equalize the level of competition.

## ***Season Rulings***

96.0 No current Season Rulings

## ***Advisories***

97.0 No Current Advisories

# Information

## Flags

The following colour signals (flags or lights) will be obeyed without question:

Green:	Go, race has started.
Yellow:	Caution, slow down, and hold your position, NO PASSING.
Red:	Emergency, race has stopped, stop your car/truck safely. Stay in car
White:	One lap to go.
Chequered:	Race is over.
Black:	Disqualification, Park car and report to Pit Boss when calm after race
Black w/Yellow Diamond:	Mechanical problem, report to Pit Boss.
Blue w/Diagonal Yellow Stripes:	Hold your position inside of track or outside of track, you are being lapped.
Crossed Flags:	Race is at the halfway point.

## PRACTICE NIGHTS

Helmets and driving suits are mandatory for all drivers.

Know and obey all flags handled by Flagman

## "INFORMATION TO REMEMBER"

The Club has a good reputation. The camaraderie is excellent. Drivers should conduct themselves in a professional manner on and off the track. Our club has good drivers and great looking cars, and aims to keep it that way.

Owners/Drivers are responsible for all persons (crew and visitors) in their pit areas. Drivers, crews, and visitors are expected to follow all rules and guidelines of the Club and of the Speedways.

If a driver has a concern, he/she should take it to the Pit Boss (or an Club Official if the Pit Boss is not available). The Board of Directors will discuss the matter and a decision made. Note - some matters may take longer to have a decision made. Please read the rulebook carefully.

The Board and its Directors would like to address the problem of questionable driving styles and conduct on the racetrack during events.

The Club believes excellence in racing is our goal and that failure to understand or to abide by the driving rules is not acceptable or excusable, and that any conduct that is "deemed by the Board to be detrimental to the betterment of the sport", may be brought before the Board.

To avoid penalties, we encourage both drivers and their respective crews take the time and the effort to make themselves familiar with the driving rules.

If you have any questions or uncertainties about interpretation of any rule, the Board will be there to assist you.

Drivers/Owners should be aware that SPOT TECHING will be done during the year, and you may be asked to remove parts for inspection (i.e. carburetor).

Your co-operation would be greatly appreciated.

The Board of Directors wishes their members a good season!

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