



Mini Stocks

2017

Official Rules and Regulations

DISCLAIMER: *"The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for the orderly conduct of racing events within the Mini Stock Division at Ohsweken Speedway. 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 PUBLICATION OF OR THE 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 Technical Inspector (s) or Director of Racing Operations shall be empowered to permit reasonable and appropriate deviation from any of these specifications 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 Director of Racing Operations or his / her appointee. Their decision is final."*

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

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

1.0 - General Rules:

1.1 - Drivers must be 14 years of age. Under 18 years of age, an insurance document (*parental consent form*) must be signed by both parents and/or legal guardians and filed with Ohsweken Speedway.

1.2 - Drivers will be paid only after all technical inspections are completed.

1.3 - Drivers are considered as an independent contractor and as such are responsible for all charges and taxes (as applicable) on any funds received from Ohsweken Speedway.

1.4 - Drivers or their crews will not consume alcoholic beverages at any time prior to or during an event. Use, sale, or distribution of illegal drugs at any time shall be cause for immediate and indefinite suspension. Participation by a team member in either activity will result in disqualification with all points and earnings toward the year end point fund being forfeited.

1.5 - Rough driving resulting in injury to a competitor or disabling their equipment, or verbal and/or physical abuse is inappropriate behavior will not be tolerated. No further warning will be given.

- 1.5.1 - If a driver or team member is deemed to have committed inappropriate behavior, the team may be disqualified.
- 1.5.2 - If disqualification is imposed for the incident, monies won along with any and all points will be rescinded for the night and a one week suspension will be imposed for the first offence.
- 1.5.3 - A subsequent offence will result in suspension for the remainder of the year and all points earned will be stripped.
- 1.5.4 - Incidental contact (causing a competitor to “spin out”) may result in penalty being imposed ranging from two positions on the track (imposed by the Race Director) to disqualification from the event and being scored last at the discretion of the Race Director (if the severity warrants) if no caution results from the incident.
- 1.5.5 - If a caution occurs from the incident and the Race Director deems the contact purposeful, they have the discretion of placing the offending car to the tail and / or giving the victim their running position back. Position penalties will be addressed at the next caution / red flag period or the end of the race whichever comes first.
- 1.5.6 - Disqualification from the event will be imposed for inappropriate behavior and will carry the suspension penalty.
- 1.5.7 - Any driver stopping on the race track to protest will be disqualified for the remainder of the evening, scored last in that event, “AND FORFEIT ALL MONIES and POINTS EARNED FOR THE EVENING”.

1.6 - The driver is the sole spokesperson for the race team and is responsible for their actions. Any drivers or crewmembers fighting will result in disqualification for that team and all points and monies for that evening will be forfeited. Striking an official will result in disqualification for the evening, forfeiture of all points and monies for that evening, and up to a one year suspension.

1.7 - Other penalties may be levied dependent on the severity of the situation.

1.8 - The driver or a representative must attend the evening drivers meeting or start scratch for their heat race. Roll call may be used at any time.

1.9 - You must let track official know at pit entry and at the pit booth if you are driving a different car than your regular one on any given race night in order to award points correctly.

1.10 – Helmets ARE RECOMMENDED TO BE WORN anytime the racecar is in motion.

2.0 - Alternates:

2.1 – No Alternates will be used at Ohsweken Speedway to complete a full field. If one or more qualified cars cannot start the feature event, no non-qualified cars will be used to fill those spots.

3.0 - Racing:

3.1 - After drivers have been called to line up for a race, all drivers must be ready and in their proper line up or will start at the tail. If belts come loose, driver must stop by an official to buckle up and will not be penalized. Rows will move straight up to fill voids in the scheduled line up caused by cars scratching or failing to show.

3.1.1 - Yellow flag:

- 3.1.1.1 - All cars that stop on the racetrack or spin bringing out a yellow will go to the tail.
- 3.1.1.2 - During a yellow flag period, no working on the car is allowed on the track or the car will be disqualified.
- 3.1.1.3 - *Cars upon stopping on the race track TWICE during heat races or THREE TIMES during the consi or feature will be disqualified from that race at that time.*

- 3.1.1.4 - First lap restarts; inside or outside row will move straight up to fill a void for a missing car.
- 3.1.1.5 - The Race Director will determine if a yellow flag is needed and will have final say to what any yellow flag was displayed for.
- 3.1.1.6 - *A yellow flag will be displayed for any debris deemed to be in the racing groove and a danger to the competitors. Any car that can be identified as causing a yellow flag for depositing the debris will be charged with the yellow and placed at the tail of the field.*
- 3.1.1.7 – During all yellow flag situations, cars must get single file and pack the top of the track if conditions allow so.

3.1.2 - Red flag:

Do not pass the crash site. Pull to the topside of the track and stop immediately.

- “CLOSED” red flags only.
- On a closed red, crews will not be allowed on racing surface to work on cars.
- *During consi & feature action, Any car wishing to make repairs may advance to the Pit Area prior to the yellow flag being displayed provided they DO NOT have to go through the accident scene and then only after they are given permission to do so by the RACE DIRECTOR and ONLY at his discretion.* Violation of red flag procedures will result in disqualification for the evening and FORFIETURE OF ANY MONIES EARNED.

3.1.3 - Black flag:

- If the Black Flag is waved for you it means you are disqualified from that race and must return to the pit immediately (*or infield clear of the racing surface*). Scoring will stop for you. Failure to leave the track will result in disqualification from all remaining races for the evening and all points and monies for that evening will be forfeited.

3.1.4 - Starts:

- Initial starts will be at the cone in turn four for all cars. Pole sitter sets a moderate steady pace. Race starts when the front row reaches the cone & GREEN – GREEN – GREEN sounds on the one-way radio. ALL cars must be in a tight nose to tail formation and in their original starting lineup position when the start command is given.
- *A yellow flag will be displayed for EITHER car on the front row out of formation and deemed “passing before the start of the race”. The car committing the infraction will be charged with a yellow and moved back one row for the double file restart.*
- *All other cars in rows two and beyond will be charged with a jump start if they:*
 - *are out of line,*
 - *Leave an excessive amount of room between themselves and the car directly ahead of them,*

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

3.1.5 - Lining up for Restarts:

- Form a single line nose to tail. Officials will correct the line-up when received from the scorers. Lapped cars WILL be inserted in their actual running positions amongst the lead lap cars in all races.

3.1.6 - Restarts:

- Once all lapped cars are in their running order position in the line-up, the field will form up to prepare to resume racing.
- Double file restarts will be used for the feature until the last five laps.
- Lead car will have choice of inside or outside and all others will line up double file with odd positions on the inside and even positions on the outside.
- The last five laps of the feature will restart in single file.
- All heat & consi races will restart single file.
- The race will restart when the leader fires anywhere in the restart area.
- ALL cars must be in a tight nose to tail formation.
- Once the leader fires Green – Green – Green will be called over the one way at which time racing begins.
- All other cars in rows two and beyond will be charged with a jump start if they:
 - Are out of line,
 - Leave an excessive amount of room between themselves and the car directly ahead of them,
 - Pass before the start of the race.
- No yellow flag will be displayed for these violations occurring in row two and further back. Two positions per car passed penalty will be assessed at the first caution (or red flag period) or if neither instance occurs the penalty will be assessed at the conclusion of the race.

3.1.7 - Work Area:

- No work may be done on any car in the area between the race track exit in turn two and the pit side of the tech building.
- Cars going to the pit during the feature event may re-enter competition anytime when it is safe to do so.
- All cars reentering the track must do so in turn four.
- When the white flag or restart green flag is displayed, cars that have entered the pit for repairs will be allowed to return to track after all cars have cleared turn four on the initial restart lap. No courtesy time will be extended to any car to perform repairs in the pits.

3.1.10 – Race Completion

- A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the posted pay-off will be made in the same manner as a yellow or red flag realignment. Any cars causing the yellow or red flag to be displayed will be put to the rear of the line-up of official finish as would appear for a restart.

3.1.11 – Official Distance

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

4.0 Scoring:

- 4.1 - Timing and Scoring will be electronic via transponders (A.M.B. model TranX260) with human backup.
 - 4.1.1 - Transponders are required and are available for purchase (AMB units or Flex) or rent (\$15 per night) at the draw table when you register for competition for the evening.
 - 4.1.2 - Rental units must be returned before pay will be released.
 - 4.1.3 - Drivers who have their own unit must leave the unit code with the registrar for scoring purposes.
 - 4.1.4 - Lap scoring will occur on the lead car. If the yellow or red flags appear, scoring will freeze and all cars that have crossed the start / finish line at that time will be lined up in that order for the restart. All other cars that have yet to cross the start / finish line will be lined up according to their order on the previously completed lap.

5.0 Points:

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

6.0 Registration:

- 6.1 -- All drivers must complete a Registration form before being allowed to compete (whether they intend to become a member or not). A Track Membership (\$60 up until practice night, \$100.00 after this date.) is required to accumulate points toward the season championship. Points accumulated will be awarded to the driver.
- 6.2 – Drivers may compete in more than one division in a night. But will only allowed to participate in one sprint car division per night. They must pay a pit gate admission price at the sign in window for any additional classes they wish to enter. Driver may buy a membership in additional divisions to utilize cheaper sign in. Driver may collect points in one division/night. They must declare which division when signing in.

7.0 Year End Points Fund Distribution:

- 7.1 - Will be awarded to the top ten drivers who have participated in 80% of all scheduled point events during the race season.
- 7.2 – To collect year end points fund, driver must be present at year banquet.

8.0 Team or “co-drivers”:

- 8.1 – Teams will not collect unified points.
- 8.2 – Teams will be allowed to race and qualify for the free perfect attendance card at the year ends banquet. One of the two drivers in the team are eligible for the free pass. This pass will go to the driver who drove the majority of races. If both drivers participated in the same amount of races, then the team can pick who qualifies.
- 8.3 – A team will consist of no more than 2 drivers

9.0 Driver/Car Substitution:

- 9.1 - From time to time mechanical problems or crashes occur in preliminary events that are not repairable during the racing program. Drivers of disabled cars may seek a replacement ride or be offered another competitors car to compete further in the evening.

This practice is permitted with the following conditions:

- Further qualifying races are scheduled to be run or a position remains open in the feature starting lineup.
- The original driver must officially withdraw from the evening's competition by informing the Pit Registrar.
- The replacement driver must officially scratch their original car with the Pit Registrar and declare their intentions to compete in the substitute car with the same person.
- Once these conditions are determined to exist, the Pit Steward will schedule the car with the substitute driver in the qualifying race of the feature event and place them in the scratch position.

- If the car and substitute driver qualify for further competition, they will relinquish their qualified position earned in the qualifying race and be placed scratch in the field for any further starts that evening.
- Drivers will not be permitted to start the “A” Main event by replacing another driver in a previously qualified car unless the above conditions are met (i.e. - if more than 28 cars are present the substitute must qualify through the heat or “B” Main and start scratch in the “A” Main or if less than 28 cars are present, the substitute may start the “A” Main in scratch position).

10.0 CHAMPIONSHIP POINTS:

- 10.1 - Championship points will be awarded to member drivers per the following scale.
 - 10.1.1 - Championship points will be awarded to MEMBERS ONLY.
 - 10.1.2 - No Points will be awarded to any member driver who is scheduled for any race and fails to start.
 - 10.1.3 - 25 Points will be awarded to all member drivers that compete in the consi but fail to transfer to the feature.

Feature

1 – 85	5 – 74	9 – 66	13 – 58	17 – 50	21 – 42	25 -- 34
2 – 81	6 – 72	10 – 64	14 – 56	18 – 48	22 – 40	26 – 32
3 – 78	7 – 70	11 – 62	15 – 54	19 – 46	23 – 38	27 – 30
4 – 76	8 – 68	12 – 60	16 – 52	20 – 44	24 – 36	28 – 28

11.0 Final Point Tabulation

- 11.1 - Following the conclusion of the evening's racing program on Friday, September 2nd, the 2017 Point Champion will be awarded to the driver who has accumulated the most points over the season.

12. Handicapping

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

- 12.1 - HANDICAPPING POINTS DISTRIBUTION:
 - Handicapping points will be awarded to MEMBERS ONLY based on their feature finish for the car they were driving. All non-members will be treated each week as new drivers.
- 12.2 – Nightly Entry Declaration for Handicapping:
 - Cut off time for handicapping is Thirty (30) Minutes before scheduled race time. After that, cars will be placed to the read of the heats and considered as any other non-member car for heat race purposes. If they are able to finish their heat in a qualifying position they will retain their handicapping position for the feature event.
- 12.3 – Feature Line Up Procedure:
 - OPENING NIGHT & Week #2:
 - All drivers will draw for heat race starting positions. Drivers who qualify through the heat race will redraw for Feature starting positions.
 - If 40 or more cars present:
 - Top three to redraw from four heats. Five will qualify for the “A” Main.
 - Five will qualify from each of the 4 heats with the fourth and fifth place finishers lining up behind the redraw cars. All other cars will go to a consi with a straight up start from heat race finishes. Remaining heat racecars will start straight up in 1 of 2 consi’s the way they finish the heats. Any other cars not finishing their heat will be added to the tail of the field. 4 cars will qualify, from each of the consi’s for the feature and line straight up behind the heat race qualified cars. Consi 1 will occupy spots 21, 23, 25, 27. Consi 2 will occupy spots 22, 24, 26, 28
 - If more than 20 but less than 39 cars are present:
 - Top four to redraw from three required heats. Seven will qualify for the “A” Main.
 - Seven will qualify from each of the three heats with the fifth, sixth, and seventh place finishers lining up heads up behind the redraw cars. The

remaining heat racecars will start straight up in the consi the way they finish the heats. Any other cars not finishing their heat will be added to the tail of the consi field. 7 cars from the consi will qualify for the feature and line straight up behind the heat race qualified cars. Maximum 28 cars to start the "A" Main.

○ If less than 20 cars:

- Top four to redraw if only two heats are required. All cars will qualify for the "A" Main.
- Remaining heat racecars will start straight up behind the redraw cars the way they finish the heats. Any other cars not finishing their heat will be added to the tail of the field.

○ WEEK #3 & BEYOND:

- If less than 20 cars
 - There will be 2 heats with 6 qualifying cars from each.
 - The remaining cars will start heads up behind the qualified cars as they finished in the heat.
- If between 21 – 39 cars
 - There will be 3 heats with 7 qualifying from each heat.
 - The remaining cars will run a consi handicapped based on the two (three when available) weeks of handicap points.
 - The top 7 from the consi will join the tail end of the qualified cars. The consi winner will start 22nd with the runner up starting 23rd and so on until we have filled out the 28-car field.
- If there are more than 40 Cars:
 - There will be 4 heats with 5 qualifying from each heat.
 - The remaining cars will run a 1 or 2 consi's handicapped based on the two (three when available) weeks of handicap points.
 - The top 4 from each consi will join the tail end of the qualified cars. The consi winner will start 21st with the runner up starting 23nd, winner of consi 2 will start 22nd and the runner up 24th and so on until we have filled out the 28-car field.
- Basic handicapping system will apply for consi and the feature for all member drivers. The immediate past two (*three when available*) weeks handicap points will be used for line up purposes.
- Heats will be lined up based on Item 12.5.
- Member drivers will be placed equally in each of the scheduled heats.
- The feature will be lined up based on handicap points (*lowest to highest*) however member drivers must qualify in their heat race to maintain their handicap starting position.

- Non-member drivers will line straight up behind all member drivers per their heat race finish.
- 12.4 – New Car Handicapping Points:
 - 12.4.1 – New cars will start behind all handicapped cars.
 - 12.4.2 – Following completion of one week in competition handicapping points for the week of competition will be used. In addition, one or two weeks of MAXIMUM handicapping points will be utilized as required for placement purposes on the handicapping list provided a membership is secured by the driver.
- 12.5 – Heat Race Lineups: (*night #3 and Beyond*)
 - 12.5.1 - Heat race line ups will be determined by the number of entries on each night.
 - 12.5.2 - Current 3 week handicapping will be used to set the heat race starting orders.
 - 12.5.3 - Drivers with points will be divided equally in two, three or four groups (lowest points; mid group; and highest points) and lined up with the lowest point driver from each group on the pole.
 - 12.5.4 - Drivers arriving late will be added to the back of the heats evenly as they register for the night's events. (i.e. – 1st non-member to register will line up first behind all point drivers in the final heat race ; 2nd non-member will line up first behind all point drivers in the second to last heat race ; and so on.

13. Rookie of the Year Eligibility:

- 13.1 - “Rookie of the Year” candidates will be limited to drivers who have competed in a Mini Stock car five times or less in any previous year. The rookie driver who finishes highest in total points will determine the “Rookie of the Year”.

14. Scales:

- 14.1 - Any and all cars may be requested to report to the scales at any time. Failure to report when instructed will result in disqualification and being scored last in that event.

2017 Mini Stock

Official Car Specifications

TERMS:

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

The term Factory Stock/ Production or Factory Produced:

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

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

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

1.0 – Mini Stock Competing Models

- 1.1 – Open to all cars manufactured between 1979 and current year, self-aspirated only; no turbo or supercharged automobiles.
- 1.2 – No convertibles, station wagons, jeeps, trucks, etc.
- 1.3 – Front or rear wheel drives allowed, no all-wheel drive or four wheel drive automobiles allowed. No rear or mid- engine cars.
- 1.4 – No Porsche.
- 1.5 – CRX and any 2 passenger cars will not be allowed.

2.0 – Engines

- 2.1 - Three (3) or Four (4) cylinder engines only, must be stock for make, model and year.
- 2.2 - Track Management has the right to make a weight rule to equal out the competition.
- 2.3 - Engines no larger than 2.5 liter (2500 cc.)
- 2.4 – 16 valve engines allowed single cams only.
- 2.5 - No V-Tec or variable valve timing.
- 2.6 - No dual cams.

- 2.7 - No Rotary type engine.
- 2.8 - 2 spark plugs per cylinder allowed.
- 2.9 - No performance or truck parts of any kind allowed.
- 2.10 - No engine modifications to enhance performance are allowed.
- 2.11 - No porting or polishing allowed.
- 2.12 - Valve size must be stock for that engine.
- 2.13 - Milling of head allowed. Must not exceed 190 psi compression.
 - 2.13.1-Engines exceeding 190 psi will add 100 lbs. minimum weight. Cannot exceed 205 psi. No exceptions.
- 2.14 - Maximum 0.040 overbore.
- 2.15 – 8 and 12 valve camshaft must have stock lift any duration. 2.3 Ford OHC maximum .2437 lobe lift .400 valve lift. Or .2620 lobe lift .430 valve lift solid lifter cam with 50 lbs. added to minimum weight. .030 over stock valve lift allowed with 50 lbs. added to minimum weight. Camshaft lift must be Canadian or US specs. Valve springs can be higher pressure. Multi index timing gears or adjustable sprockets are allowed on 8 and 12 valve engines only.
- 2.16 – 16 valve engines must have stock or stock replacement camshaft only. Lift and duration must be stock. Valve springs must be stock.
- 2.17 - No after-market or performance ignitions allowed. Must remain stock.
- 2.18 - No mass air modifications. Must remain stock.
- 2.19 - No intake modifications. Must remain stock.
- 2.20 - Engine size must be placed on the hood in CC or CID.
- 2.21 - Must remain stock stroke.
- 2.22 - Stock connecting rods and rod caps. No grinding or polishing.
- 2.23 Engine and any engine parts must be for Canadian and US models.

3.0 – Carburetor

- 3.1 - Carburetor must be an OEM type. Maximum stock 2 barrel with no alterations. Or Holley (Part #7448) 350 cfm 2 barrel carburetor. Choke can be removed and jets can be drilled larger or changed. No other alterations.
- 3.2 – Any 1” adapter or spacer. Intake can be cut to match butterflies of Holley Carburetor.
- 3.3 - Electric fuel pumps allowed with inertia or oil pressure switch.
- 3.4 - Any air filters allowed. K&N type air filters allowed.
- 3.5 - Air breather lid and bottom must be metal. Can be trimmed to the outside diameter of the filter.

4.0 – Fuel Injection

- 4.1 - Fuel injection and electric fuel pumps are allowed if equipped as stock.
- 4.2 - A matched intake and carburetor set-up may replace fuel injection set-up with no modifications.
- 4.3 - Electric fuel pump must have inertia or oil pressure shut off switch to shut off fuel pressure in the event of an accident.

- 4.4 - Any air filters allowed. K&N type air filters allowed.
- 4.5 - Air breather top or bottom can be trimmed air must be pulled through stock size filter.
- 4.6 - Stock tube between air filter and throttle body may be replaced but must remain stock diameter and length.
- 4.7 - Computer must be stock with no modifications, no removing of rev. limiter.
ECM: Stock ECM only no modifying or reprogramming. ECM can be claimed by the track for \$200.00. If ECM is modified, reprogrammed or claim refused car/driver will be disqualified and loss of all points to date. Driver will be suspended for one year. ECM can be exchanged by official at any time.

5.0 – Fuel System

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

6.0 – Cooling System

- 6.1 - Aluminum radiators with plastic tanks allowed for any year make model and style of car from manufacturer only in stock location.
- 6.2 - Aftermarket radiators or racing radiators are allowed.
- 6.3 – Oil coolers allowed.

7.0 – Electrical System

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

8.0 – Exhaust

- 8.1 - Stock cast iron exhaust manifold or street type aftermarket header or stock header allowed with 50 lbs. added to minimum weight.
- 8.2 - Exhaust must exit behind driver's door securely fastened.
- 8.3 - No part of the exhaust allowed in the driver compartment.
- 8.4 - Maximum 2 1/2" OD. exhaust pipe. 2" OD maximum exhaust pipe on cars with engine over 125 hp. By manufacturer's specs.
- 8.5 - Stock or stock replacement mufflers are allowed.
- 8.6 - Exhaust must be securely fastened.

9.0 – BODIES

- 9.1 - Complete stock from original design of make, model and year. Altered bodylines will be significant reason for disqualification. No hood scoops. 5" rear spoiler is allowed.
- 9.2 - Floorboard covering such as carpeting, door panels, headliner, and insulation must be removed.
- 9.3 - All holes in floor and firewall must be filled, patched with 18 gauge sheet metal.
- 9.4 - Rear seat must be removed.
- 9.5 - Hood, roof, doors and trunk lid may be gutted. Other inner panels may be gutted as long as the driver is protected.
- 9.6 - All doors must be welded or bolted shut.
- 9.7 - Side scrub rails allowed and must be rectangular tube (1" x 2" ends beveled tight to body)
- 9.8 - Frame connectors are allowed.

10.0 – Appearance/Numbering

- 10.1 - All cars must be neatly and brightly painted.
- 10.2 - Numbers as well as letters should be as large as possible (opposite colour of background) on doors, roof and all four corners of the body. (roof number must be read from right hand side of the car)
- 10.3 - Sponsor decals must be placed on designated location.
- 10.4 – Year, make, model, engine size in CC, and declared weight must be on hood.

11.0 – Bumpers

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

12.0 – Glass

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

13.0 – Firewall

- 13.1 – Car must retain stock front steel firewall in original location and must be sealed to the hood. All holes patched. (20 gauge minimum)

14.0 – Frames

- 14.1- Stock frames only. No modifications allowed except for re-enforcement.
- 14.2 – Frame stock appearance must be maintained when strengthening is required so as not to reconstruct as a tube frame.

15.0 – Radios and Communications

- 15.1 - No two way radios are allowed.
- 15.2 – A working one way radio is mandatory.
- 15.3 - Frequency is 454.000.
- 15.4 - RACECEIVER One way radios are recommended.
- 15.5 – No Mobile Devices allowed in cars during competition.

16.0 – Suspension and Transponders

- 16.1 - Suspension
 - 16.1.1 - Stock OEM replacement parts only. No modifications allowed.
 - 16.1.2 - Aftermarket bushings allowed. Must be a direct replacement for stock bushings. Must not alter stock suspension geometry.
 - 16.1.3 - No racing shocks.
 - 16.1.4 - Springs can be any size or spring rate. Do not have to be the same rate side to side. Springs can be cut. Spring spacers allowed.
 - 16.1.5 - Front strut mount holes may be elongated to achieve front camber. Other methods must be safe and approved by the Tech Director.
 - 16.1.6 - Front and rear lower control arms must be stock length
 - 16.1.7 - Rear camber allowed within stock adjustments. No cambered rear ends (bending axle tubes).
- 16.2 - Transponders
 - 16.2.1 – Transponder must be located 18” back from center line of rear end or rear hub to front leading edge of the transponder or further back is OK. Please also keep as close to the lower part of the frame as possible. DO NOT MOUNT HIGH
 - 16.2.2 - Cars with Transponders found in locations other than that indicated above during post-race inspection will be penalized.

17.0 – Steering

- 17.1 - Stock steering for the make and model. No modifications allowed.

- 17.2 - No steering quickeners allowed.
- 17.3 - Steering wheel quick release allowed.
- 17.4 - Center must be padded.
- 17.5 - Must have collapsible steering column.

18.0 – Rear ends, Transmission, Clutches, & Flywheels

- 18.1 - Any stock transmission for make, model. No modifications allowed.
- 18.2 - All gears must be in working order.
- 18.3 - Must have two (2) safety hoops 2" x ¼" within 6" of either end or drive shaft.
- 18.4 - Driveshaft must be painted white.
- 18.5 - Locking of rear ends or differentials allowed.
- 18.6 - Stock unaltered rear end for that make, model and year and must remain square in car.
- 18.7 - Clutch pedal must remain stock for make, model and year.
- 18.8 – 100 pound weight break for automatic transmission.

19.0 – Wheels, Tires, & Brakes

- 19.1 – Right side must have Steel wheels only. No less than 3" backspacing allowed.
- 19.2 - Aluminum wheels allowed on left side only.
- 19.3 - No mag wheels or wire spoke wheels.
- 19.4 – Racing rims allowed and recommended.
- 19.5 – Wheels must not stick out past the rub rails or body.
- 19.6 - Maximum width of seven inches. (measured inside of bead to inside of bead)
- 19.7 - Must use 1" lug nuts. ½" stud recommended.
- 19.8 - Wheel spacers are not permitted.
- 19.9 – DOT Radial Tires only. No mud, snow, ice, light truck, all terrain or off-road tires allowed. No race tires. All markings, name, numbers or letters must not be removed (if so the tire will be illegal). No siping, grooving, cutting or any modification of tires. Light grinding of tires allowed. Tires must have a UTQG tread wear rating of 200 or higher.
- 19.10 - Stock brake system for make, model and year. All brakes must function at all times. No adjustable brake bias. No after-market proportioning valves.
- 19.11 - Brake pedal must remain stock for make, model and year.

20.0 – ROLL BARS

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

- 20.5 - Original frame profile must be maintained while constructing the roll cage.

21.0 – Weights

- 21.1 – Cars with 8 valve engines must weigh minimum of 1lbs/cc. Must be 2000 lbs. minimum
- **21.4** – Cars with 16 valve engines over 1900cc minimum weight of 2600 lbs. plus any handicaps minus any weight breaks.
- **21.6** – 150 lbs. added for Neon RT Magnum 16 valve engine.
- **21.2** – Cars with 12 valve engines must weigh 1.1 lbs/cc. Must be minimum 2000 lbs minimum.
- 21.3 – Cars with 16 valve engines under 1900cc minimum weight of 2300 lbs. plus any handicaps minus any weight breaks
- **21.4** – Cars with 16 valve engines over 1900cc minimum weight of 2600 lbs. plus any handicaps minus any weight breaks.
- 21.3 – Maximum left side weight 55% with drivers belt tight. Removal of mud will be at the discretion of the technical inspector(s).
- 21.4 - Added weight must be securely mounted with minimum two ½” bolts, weight must be painted white with car number.
- 21.5 – Weight in the driver’s compartment must be approved by Tech Director.
- **21.6** – 150 lbs. added for Neon RT Magnum 16 valve engine.
- 21.7 – 50 lbs. added for .030 more than stock cam lift. (8 and 12 valve engines only)
- 21.8 – 50 lbs. added for header

22.0 – Seats and Safety Equipment

For all safety equipment: It shall be the sole responsibility of the driver, not Ohsweken Speedway, their agents/officials or corporate officers to ensure that his/her safety equipment is correctly installed, maintained and properly used. Please refer to manufacturer installation and usage guidelines and adhere to them.

- **22.1 – Seats**
 - 22.1.1 - Aluminum professionally built racing seat required. No fiberglass seat allowed.
 - 22.1.2 - Seat must be securely fastened in six spots, Four (4) on bottom and (2) two on seat back.
 - 22.1.3 - Seat must be securely fastened to frame and cage.
 - 22.1.4 - No floorboard installations allowed.
- **22.2 – Seat Belts**
 - 22.2.1 - A five- (5) point safety harness, with a 3" wide lap belt, 3" shoulder belts, and a 2" submarine belt. All belts shall be securely fastened to the frame or roll cage with high quality bolts, not less than 7/16 inch in diameter. ½” recommended.
 - 22.2.2 - Safety harnesses/seat belts 2010 or newer date recommended.
 - 22.2.3 – Frayed or Worn belts detected by inspectors must be changed at the recommendation of the head tech director.

- **22.3 – Safety Equipment**
 - 22.3.1 – Entrants must wear a proper fitting full-faced SA 2010 SNELL or newer. Approved racing helmet with proper identification, and have no signs of previous damage. No open face helmets allowed.
 - 22.3.2 – Recommend that helmet be worn at all times when the vehicle is in motion.
 - 22.3.2.1 – Recommend head and neck restraints (Hans or Necks Gen)
 - 22.3.3 - Window net mandatory. Minimum 1" mesh with release at top only.
 - 22.3.3.1 – It is required that all window net releases be updated to the quick release seat belt type with releases located and facing the outside of the car. Securely mounted.
 - 22.3.4 - All bars and sharp contact areas around driver must be padded with roll bar padding.
 - 22.3.5 - All cars will be required to have in their pits a fire extinguisher capable of extinguishing gas and oil fires. This is to be visible to tech officials and all crewmembers. All crewmembers must be made aware of its location, and knowledgeable in the use of the fire extinguisher.
- **22.4 – Fire Suits & Equipment**
 - 22.4.1 - Entrants must wear an SFI 3.2A -1 or better fire retardant racing suit.
 - 22.4.2 – Fireproof gloves minimum SFI 3.3/1 mandatory.
 - 22.4.3 – Fireproof footwear, underwear, and head sock recommended.

23.0 – Technical Inspection:

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

- 23.1 - All new cars must arrive at the track one hour prior to start time and report to the tech inspector.
- 23.2 - If car does not meet our rules it will not be able to compete. No exceptions.
- 23.3 - All cars are subject to inspection by Ohsweken Speedway officials at any time and in any manner determined by track officials. All decisions regarding the timing and manner of the inspections, as well as which cars will be inspected, are final.
- 23.4 – Ohsweken Speedway reserves the right to confiscate any illegal components at any time as deemed necessary.
- 23.5 – Ohsweken Speedway reserves the right to impound any car for any reason at any time.

24.0 – Post Race Technical inspection

- 24.1 –Post Race Technical Inspection is carried out within the confines of the Tech Barn will be completed under the following guideline:

- 24.2 – Cars to be inspected MUST proceed immediately to the Tech Inspection area after exiting the race track;
- 24.3 – No team members are allowed to touch or remove any part of the race car without receiving prior approval of the HEAD TECH OFFICIAL; (remember the area between the tech barn and the turn two exit is restricted)
- 24.4 – Cars (with Driver) must enter the tech area as instructed by inspectors. Drivers must be move their racecar onto scales or be assisted by track officials only if needed;
- 24.5 – Access in the tech barn will be restricted to the car driver and two crew members.
- 24.6 – The team is responsible for preparing only the area(s) of the race car for inspection as requested by the Head tech official in a timely manner;
- 24.7 – Any participant (team) who refuses to allow tech officials to inspect their car at any time or follow inspection directions and procedures will be subject to the following:
 - Immediate disqualification from the event.
 - Loss of points and prize money for that event.
 - Credited with a feature win for handicapping purposes (*if applicable*).
- 24.8 – Participants found to be illegal and disqualified during technical inspection shall be subject to the following:
 - Disqualification from the event.
 - Loss of points and prize money for that event.
 - Credited with a feature win for handicapping purposes (*if applicable*).
 - If found illegal on a double feature night, the car will be declared illegal for both races and will not receive points or prize money for either.
- 24.9 –A second infraction for deemed illegal or technical issues will result in the following:
 - Disqualification from the event.
 - Loss of points and prize money for that event.
 - Total Loss of all accumulated points to date. (Attendance record will not be affected for year-end perfect attendance award)

If any questions please contact Mike Miller, Tech Director Ohsweken Speedway
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