



Thunder Stocks

2014

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 Thunder 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 (*Bob Munro*) and at the pit booth (*Sue Bell*) if you are driving a different car than your regular one on any given race night in order to award points correctly.

1.10 – Helmets *MUST BE WORN* anytime the racecar is in motion.

2.0 - Alternates:

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

3.0 - Racing:

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

3.1.1 - Yellow flag:

- 3.1.1.1 - All cars that stop on the 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.*

3.1.2 - 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. 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 or rent (\$10 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 – Transponder must be located 18” back from center line of rear end 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
 - 4.1.5 - Cars with Transponders found in locations other than that indicated above during post-race inspection will be penalized two (2) positions.

- 4.1.6 – 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. Points:

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

6. 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 (\$50 up until practice night, \$75.00 after this date.) is required to accumulate points toward the season championship. Season Passes are not Memberships. Points accumulated will be awarded to the driver.

7. 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.

8. Team or “co-drivers”:

- 8.1 – Points will be awarded to any registered Team as follows;
- 8.2 - Teams who wish to utilize more than one driver during the season must declare when registering the car for the season. **A maximum of (2) drivers will be allowed.**
- 8.3 – Both drivers on the “Team” must be registered members of Ohsweken Speedway.
- 8.4 - Points won will be awarded for each point event regardless of which member driver competes.

9. 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:

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- 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. 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
2 – 81	6 – 72	10 – 64	14 – 56	18 – 48	22 – 40
3 – 78	7 – 70	11 – 62	15 – 54	19 – 46	23 – 38
4 – 76	8 – 68	12 – 60	16 – 52	20 – 44	24 – 36

11. Final Point Tabulation

- 11.1 - Following the conclusion of the evening's racing program on Friday, September 5th, the 2014 Point Champion will be awarded to the driver (co-drivers) who have 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.

THIS SYSTEM WILL BE UTILIZED FOR ALL POINT PAYING EVENTS FOR THE Thunder Stock Division in 2014.

- 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:
 - All drivers will draw for heat race starting positions. Drivers who qualify through the heat race will redraw for Feature starting positions.

 - If more than 30 cars are present:
 - Top three to redraw if four heats are required. Five will qualify for the “A” Main.

 - Five will qualify from each of the *four 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 a consi the way they finish the heats. Any other cars not finishing their heat will be added to the tail of the field. 8 cars will qualify for the feature and line straight up behind the heat race qualified cars.

 - If more than 20 but less than 30 cars are present:

- Top four to redraw if three heats are required. Six will qualify for the “A” Main.
 - Six will qualify from each of the *three heats* with the fifth and sixth 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. 10 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 24 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 24 – 30 cars
 - There will be 3 heats with 6 qualifying from each heat.
 - The remaining cars will run a 12-lap consi handicapped based on the two (three when available) weeks of handicap points.
 - The top 10 from the consi will join the tail end of the qualified cars. The consi winner will start 19th with the runner up starting 20th and so on until we have filled out the 28-car field.
 - If there are more than 30 Cars:
 - There will be 4 heats with 5 qualifying from each heat.
 - The remaining cars will run a 12-lap consi handicapped based on the two (three when available) weeks of handicap points.
 - The top 8 from the consi will join the tail end of the qualified cars. The consi winner will start 21st with the runner up starting 22nd 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 with non-member drivers also equally divided among the heat races.
 - 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 Thunder Stock car six 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.

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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 racecar.
Manufactured for the year/make/model of the racecar. No aftermarket parts allowed.

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 – Thunder Stock Competing Models

- 1.1 - Competition is open to all North American made passenger cars. No Corvettes.
- 1.2 - Minimum factory wheelbase of 100"
- 1.3 - No Jeeps, 4WD, SUV's, station wagons, compacts, convertibles, full size trucks, vans, front wheel drive
- 1.4 - Mid size trucks (S10, S15, Ranger and Dakota) Not-allowed.

2.0 – Appearance

- 2.1 - All cars must be neatly and brightly painted.
- 2.2 - Numbers 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) – may be asked to make adjustments to numbers at scorers discretion.
- 2.3 - Sponsor decals must be placed on designated location.

3.0 – Battery

- 3.1 - Battery must be securely fastened in trunk or under hood or behind the

driver.

- 3.2 - Positive terminal end to be insulated to prevent shorting (use of rubber suggested)

4.0 – Body

- 4.1 - Must retain All Factory Stock appearance, location and dimensions.
- 4.2 – **Stock roof must be steel and remain in stock location for the car's make and model year. Fenders, doors, trunk lid and quarter panels can be replaced with minimum 0.040" aluminum.**
- 4.3 – **Fiberglass, aluminum hoods, and plastic composite hoods will be allowed on full frame cars only.**
- 4.4 – **No openings in hoods allowed.**
- 4.5 - Body no lower than the frame rail.
- 4.6 - Altered bodylines will be significant reason for disqualification.
- 4.7 - Bodies must be attached and mounted in original stock factory location.
- 4.8 - No off setting bodies and must be centered on the chassis.
- 4.9 - The body may not be lowered on the frame.
- 4.10 - Windshield pillars and windshield angle must remain stock appearing.
- 4.11 - Headlight, parking, and taillights must be removed and neatly covered.
- 4.12 - Maximum 6" rear spoiler no side pods or side supports allowed.

5.0 – Body Mounts

- 5.1 - Bracing must be welded or bolted to a minimum 2 locations to the frame, two locations to the body.

6.0 – Bumpers

- 6.1 - Stock front and rear bumpers (rubber bumpers allowed) or fabricated bumpers with stock appearing cover must be approved by official.
- 6.2 - A bar may be mounted inside the bumper at 19" from center to ground.
- 6.3 – All bumpers must be rolled in and securely fastened in place.
- 6.4 - Bumper shock brackets must be welded and or bolted.
- 6.5 - Aftermarket plastic front and tail pieces allowed but must be stock appearing.
- 6.6 - Corner bracing is allowed inside behind sheet metal.

7.0 – Doors

- 7.1 - Must be welded or bolted shut.

8.0 – Firewalls & Floor

- 8.1 - Car must retain stock front steel firewall in original location **and must be sealed to the hood on the left side. Fabricated firewalls in stock location will be allowed but must be the same weight as stock firewall. Must meet technical director(s) satisfaction.**
- 8.2 - Stock mounted brake pedals mounted in stock location. (Pedals may be extended)
- 8.3 - Sheet metal may be added to repair firewall mounted in original location.
- 8.4 – Floor must be stock or replaced with a minimum 16 gauge steel. Right side may be raised 12” for exhaust clearance.
- 8.5 - Rear firewall must be completely sealed off from drivers compartment
- 8.6 - Must use 18 Gauge Steel minimum. No aluminum.
- 8.7 - Trunk floor may be removed.

9.0 – Frames and Suspension

- 9.1 - Frames
 - 9.1.1 - All frames must retain all Factory Stock specifications and dimensions for make and model from front to rear. **Wheelbase tolerance +/- 1” from stock.**
 - 9.1.2 - Rusted out rear clips may be reinforced from rear-end back.
 - 9.1.3 - Unibody cars may tie sub frames together.
 - 9.1.4 - Sub frames may be tied together but must be symmetrical to the centerline of the car.
 - 9.1.5 - "X"ing of frames allowed.
- 9.2 – Suspension
 - 9.2.1 - Front and rear suspension must be stock dimensions.
 - 9.2.2 - Front upper control arm may be replaced with tubular arms with bolt in ball joint, Metric cars 8"-8 ½", '73-'77 GM and '70-'81 Camaro - Firebird 9"-9 ½" measured center of shaft to center of ball joint. Must be mounted in stock position. All other cars stock length.
 - 9.2.3 - Rear control arms may be fabricated to stock dimensions or stock arms may be reinforced.
 - 9.2.4 - Steel caster camber plates allowed on strut cars.
 - 9.2.5 - Any steel springs allowed must be stock coil diameter.
 - 9.2.6 - Cut springs allowed.
 - 9.2.7 - The use of twist in ties or rubber spacers are allowed between the coils.
 - 9.2.8 - Adjustable spacers or load bolts allowed above or below rear coils.
 - 9.2.9 - Adjustable or solid spacers allowed above or below front springs
 - 9.2.10 - Rear shackles must be no longer than 6". (Multi-bolt holes allowed).
 - 9.2.11 - Lowering blocks allowed 2" Max.
 - 9.2.12 - The use of aftermarket bushings allowed.

10.0 – Glass and Trim

- 10.1 - All glass and plastic must be removed. This includes all chrome, lights, mirrors, reflectors and trim.

11.0 – Hood and Trunk Lid

- 11.1 - All hood and trunk lid must remain on car at all times.
- 11.2 - All hoods and trunk lid in stock position and properly sealed from drivers compartment.
- 11.3 - All hoods and trunk lid must be securely fastened.

12.0 – Interior

- 12.1 - All knobs, handles, decks, unnecessary upholstery and seats must be removed.
- 12.2 - No rearview mirrors are allowed inside or outside of the car.

13.0 – Roll Cage

- 13.1 - No-offset cages.
- 13.2 - A roll cage is mandatory and must consist of a minimum six-point roll cage with approved driver protection.
- 13.3 - Roll cages must be welded directly to the frame.
- 13.4 - Roll cages must be constructed of steel tubing 1-1/2" O.D. x .120 " wall thickness or 1-3/4" x.095" wall thickness.
- 13.5 - No extra bracing on outside of car allowed.
- 13.6 - Three (3) horizontal bars minimum running between the front and rear upright bracing are required on the driver's side and must bow outward. (not including the frame)
- 13.7 - Passenger side must have a minimum of (3) horizontal bars running between front and rear upright or a X with a top straight bar.(not including the frame)
- 13.8 - Front center windshield post minimum 1-1/4"x.120 mandatory.
- 13.9 - Upper roll cage must have center roof bar. 1-3/4" x .095 minimum or 1-1/2" x .120 minimum.
- 13.10 - Main roll bar must be symmetrical to driveshaft.
- 13.11 - All roll bars in driver's immediate area must be padded.

14.0 – Rub rails

- 14.1 - One rub rail allowed on each side and maximum 1" by 2" rectangular tubing mounted tight to the door panel only.
- 14.2 - Must have ends beveled.
- 14.3 - No sharp edges.

15.0 – Steering Column

- 15.1 - Steering Column must be in original position for make and model.
- 15.2 - Steering quickener allowed.

16.0 – Tow Hooks

- 16.1 - Front and rear tow hooks are required.

17.0 – Windshield

- 17.1 - All glass removed. Windshield must be replaced Lexan or full screening. 1" square maximum.
- 17.2 - Window screen must cover the entire windshield area. (From door post to door post).

18.0 – Air Cleaners

- 18.1 - Aftermarket air cleaners may be used.
- 18.2 - Air cleaners may not extend beyond the hood.

19.0 – Air Filter

- 19.1 – ONE round type air filter element maintaining a minimum of 4 inches and a maximum of 14 inches in diameter will be permitted.
- 19.2 - K& N style filters will be allowed.
- 19.3 - No special air cleaner top or bottoms that direct air into the carburetor.
- 19.4 – No plastic air cleaner's tops or bottoms. (metal only)
- 19.5 – All air shall be filtered through the filter element.
- 19.6 - No carburetor inserts to direct air into the carburetor.
- 19.7 - No air boxes, hoses, or any device that directs air into the air cleaner.
- 19.8 - No ram air.

20.0 – Brakes

- 20.1 - Shut-off valves on any brake line are NOT permitted.
- 20.2 - No rear disc brakes allowed. With the exception of factory equipped Fords.
- 20.3 - All cars must have OEM working brakes at all times.

21.0 – Drive Train Requirements

- 21.1 - Only stock manufactured 3 speed or 4 speed automatic OD transmissions are permitted. No alterations.
- 21.2 - 2 speed Powerglide will be allowed only with 150lbs. added to minimum weight.
- 21.3 - Stock standard transmission or 2 speed Powerglide allowed with no weight penalty if engine is 305 cubic inch. + 0.060" overbore or less.
- 21.4 - No light weight flywheels, pressure plates or disks. OEM only.
- 21.5 - Bell housing can be a steel racing type. If a stock aluminum bell housing is used it must have a scatter shield.
- 21.6 - Must have all operational forward and reverse gears.
- 21.7 - Functional **stock** unaltered V8 OEM torque converters. Minimum weight 32 lbs. full of oil. **Cannot be modified to reduce weight**
- 21.8 - Transmission coolers are allowed, only in trunk or engine compartment.
- 21.9 - Drive Shaft must be steel OEM type.
- 21.10 - Drive Shafts must be painted white.
- 21.11 - One front 360 degree drive shaft hoop (mounted towards front half of driveshaft) from 1" x .095" tubing is mandatory.
- 21.12 - Rear end must be same as make, model of chassis being used.
- 21.13 - Rear end may be locked by welding spiders or using steel mini spool.
- 21.14 - Any gears can be used.
- 21.15 - Racing wheel studs are mandatory.

22.0 – Electrical System

- 22.1 - The self-starter must be in working order and located in stock position.
- 22.2 - Only standard factory OEM type production starters permitted. All cars must start under their own power.
- 22.3 - STOCK OEM HEI Distributor. No aftermarket coils or modules.

23.0 – Exhaust System

- 23.1 - Unaltered stock cast iron exhaust manifold only allowed or factory built steel street style headers are permitted. Primary pipes maximum 1 5/8" OD to collector.
- 23.2 - Mufflers are mandatory if headers are used. Must be an unaltered OEM or unaltered street style muffler. No glass pack type muffler or "cherry bomb" muffler.
- 23.3 - Mufflers are recommended with cast manifolds.
- 23.4 - Maximum exhaust pipe diameter 3" OD round with cast manifolds. Maximum 2 1/2" OD round with headers. No oval or square.
- 23.5 - Pipe must run under floorboard and exit behind the driver.
- 23.6 - No center dump manifolds
- 23.7 - No "H" or "X" pipes.

24.0 – Fuel Pumps

- 24.1 - Mechanical fuel pump only.
- 24.2 - No electric or belt driven fuel pump allowed.
- 24.3 - Engines converted from fuel injected, electric pumps will be allowed but must have oil pressure shut off.

25.0 – Fuel

- 25.1 - Pump gas or racing fuel. No additives.

26.0 – Fuel Cell

- 26.1 - Stock gas tank must be removed and replaced with a mandatory fuel cell.
- 26.2 - Fuel Cell shall be securely mounted in the trunk area with a minimum of two straps of 1/8" x 1" steel.
- 26.3 - Fuel Cell to be no lower than lowest part of frame section or be fully protected by a minimum of 1-1/2" tube.
- 26.4 - No stock location tanks allowed.
- 26.5 - No aluminum tanks allowed.
- 26.6 - All caps, fittings and lines must be secure, leak proof and of high quality.
- 26.7 - Fuel line from trunk to engine must be one continuous line securely fastened under floorboard and attached to frame rail.
- 26.8 - Trunk must have to be opened to refuel.
- 26.9 - No sloppy installations.

27.0 – Radio

- 27.1 - No two way radios are allowed.
- 27.2 - A working one way radio is mandatory.
- 27.3 - Frequency is 454.000.
- 27.4 - RACECEIVER One way radios are recommended.

28.0 – Radiator

- 28.1 - Racing aluminum radiators or stock aluminum radiators allowed.
- 28.2 - No electric pumps.
- 28.3 - Radiator must remain in front of the engine in the stock position.
- 28.4 - Racing fans and electric fans allowed. Metal flex fans are not permitted.

29.0 – Safety

- 29.1 - Entrants must wear an SFI 3.2A -1 or better fire retardant racing suit.
- 29.2 - Entrants must wear a proper fitting full-faced 2005 SNELL SA or newer – approved racing helmet with proper identification, and have no signs of previous damage. No open face helmets allowed.
- 29.3 - Fireproof gloves SFI 3.3/1 mandatory.
- 29.4 – Fireproof footwear and neck collar recommended.
- 29.5 - Helmet must be worn at all times when the vehicle is in motion.

30.0 – Seat Belts

- 30.1 - 2010 or newer belts are mandatory. Newer belts that are worn or frayed as detected by inspectors must be changed at the recommendation of the head tech director.
- 30.2 - Minimum three (3) inch wide, five-point racing seat belt harness mandatory.
- 30.3 - One 3" inch wide lap, shoulder, (two belts over the shoulder) and submarine strap mandatory. No frayed or torn belts.
- 30.4 - Both ends of lap belts must be securely fastened to the frame and roll cage with high quality bolts, not less than 7/16 inch in diameter. ½" recommended.

31.0 – Seat

- 31.1 - Seat must be an aftermarket aluminum high back-racing seat. No fiberglass seat allowed.
- 31.2 - Seat must be securely fastened in six spots, Four (4) bolts on bottom and two (2) bolts on seat back.
- 31.3 - Seat must be securely fastened to frame and cage.
- 31.4 - No floorboard installations allowed.
- 31.5 - The seat must be positioned to the left of the center of the car.
- 31.6 - All bars and sharp contact areas around driver must be padded.

32.0 – Shocks & Struts

- 32.1 - Steel shocks or struts only.
- 32.2 - One steel shock or strut mounted in stock location. One per wheel.
- 32.3 – *Steel bodied, non-rebuildable (adjustable) shocks only. Shock extensions allowed. Shocks not to Retail more than \$150.00 CDN.*
- **32.4 -- Struts not to exceed Retail of \$300.00 CDN.**

33.0– TIRES

- 33.1 - Cars running SPEC, GM Crate part # 88958602, #19258602 or 305 cubic inch or less engine +0.060" overbore allowed Hoosier 8" spec tires or American

Racer 8" **soft, med hard** spec tires ("**F**" tread pattern only). These tires may be mixed and matched.

- 33.2 – Sipping Tires Allowed.
- 33.3 - Maximum radial tire size P235 with 8"tread. DOT numbers and tire stampings must be visible.
- 33.4 - No snow or ice tires allowed.

34.0 – Steering Wheel

- 34.1 - The steering wheel center must be padded.
- 34.2 - Minimum size of steering wheel 12 "diameter.

35.0 – Weight

- 35.1 - All must weigh a minimum of 3000 pounds after the event with driver.
 - 35.1.1 – **Maximum 55% left side weight.**
 - 35.1.2 – **Maximum 49 % rear weight for Four (4) control arm suspension cars.**
 - 35.1.3 – **Maximum 47% rear weight for all other types of rear suspensions.**
- 35.2 – **Driver must have belts tight when checking %. Removal of mud will be at the discretion of the technical director(s).**
- 35.3 - Any additional weight must be securely fastened with two, minimum ½" diameter, grade 8 bolts.
- 35.4 - No added weight in the driver's compartment.
- 35.5 - Added weight must be painted white with the car number painted, engraved, or stamped on each piece.
- 35.6 - It is recommended that extra roll cage and driver protection be considered for reaching legal weight.

36.0 – Water Pump & Pulleys

- 36.1 - OEM replacement water pump only. No Chevy aluminum pumps.
- 36.2 - The use of aftermarket pulleys will be allowed to assist over-heating problems.

37.0 – Wheels

- 37.1 - Steel racing type wheels allowed.
- 37.2 - Maximum steel wheel width of eight (8) inches.
- 37.3 – Minimum **Two (2) inch**, Three (3) inch and Four (4) inch back spacing.
Tires must not stick out past body or rub rails.

- 37.4 - 1/2 inch studs, minimum, are mandatory on all four wheels.
- 37.5 - Must have one (1) inch lugs.
- 37.6 - A wheel spacer up to a 1/2" on right rear is allowed.
- 37.7 - A "BEAD LOCK" Wheel is allowed on the Right Rear.
- 37.8 – Foam only wheel plugs are allowed.

38.0 – Window Nets

- 38.1 - Racing window nets are mandatory on driver's side of car.
- 38.2 - Window net to be mounted so quick release latch is at top front of window.

39.0 – Spec. Engine Rules

- 39.0.1 - Engines must be mounted in stock location.
- 39.0.2 - All engine blocks must be standard factory production passenger block.
- 39.0.3 - Engine block and component parts must retain all standard stock external and internal dimensions.
- 39.0.4 - No aftermarket or aluminum blocks.
- 39.0.5 - Zero deck allowed on blocks with maximum .060 overbore allowed.
- 39.0.6 - Internal polishing of the engine block is not permitted.
- 39.0.7 - Chevrolet –350 CID, Ford-351CID,Chrysler -360 CID allowed.
- 39.0.8 - Stock hardware on engines.
- 39.0.9 - Factory production unaltered replacement three ring, four eyebrow flat top aluminum pistons allowed. No modifications.
- 39.0.10 - Only Factory production or OEM standard steel piston pins may be used.
- 39.0.11 - Only Factory production steel connecting rods permitted.
- 39.0.12 - All rods must maintain the standard stock rod length for engine block used.
- 39.0.13 - No Oldsmobile Rods.
- 39.0.14 - No modifications of any kind.
- 39.0.15 - Any steel oil pan.
- 39.0.16 - No oil coolers allowed.
- 39.0.17 - No accusumps or external oil pumps allowed.

39.1 – Spec. Carburetor

- 39.1.1 - Holley R4412 that MUST REMAIN BOX STOCK.
- 39.1.2 - Carburetor must be mounted parallel to intake.
- 39.1.3 - Track Officials reserve the right to and will exchange any competitor's carburetor at any time.
- 39.1.4 - Choke may be removed, throttle shaft may be welded, jets and power valves may be changed.

- 39.1.5 - One- BRP 377 adapter mandatory.
- 39.1.6 - Two .030 Gaskets only.
- 39.1.7 - Throttle Shafts must remain standard and must not be thinned, cut or altered. No modifications.
- 39.1.8 - No air induction plastic inserts or other devices to direct air to intake.

39.2 – Spec. Cylinder Head

- 39.2.1 - Re: CHEV 350 - GM STRAIGHT PLUG CAST IRON HEADS ONLY. NO CAMEL BACKS; VORTEC; or DART PERFORMANCE HEADS.
- 39.2.2 - Identification and part numbers must remain on the part being used with no alteration.
- 39.2.3 - Any attempt to alter, change, or eliminate part numbers will result in that part's ineligibility.
- 39.2.4 - Maximum intake port of 160cc. and maximum exhaust port of 60 cc. with minimum 74 cc. combustion chamber.
- 39.2.5 - No internal grinding except valve seats. All cutting in reference to the valve job must be centered off of the centerline of the valve guide. Upon completion of the valve job, the bowl area under the valve seat down to the bottom of the valve guide must still be the same configuration as far as shape and size as it was from the manufacturer. Must retain same configuration.
- 39.2.6 - No work below valves.
- 39.2.7 - Screw in studs, guide plates and poly locks allowed.
- 39.2.8 - Chev maximum valve size - INTAKE 1.94 - EXHAUST 1.50.
- 39.2.9 - Ford and Chrysler stock valve size for head.
- 39.2.10 - Stainless steel exhaust valves allowed. No neck down valves, No titanium valves.
- 39.2.11 - No bronze guides, but bronze liners allowed.
- 39.2.12 - Minimum head gasket thickness .040.
- 39.2.13 - Stock diameter single valve springs and retainers only.
- 39.2.14 - No dual valve springs.

39.3 – Spec. Crankshaft & Harmonic Balancer

- 39.3.1 - Only factory production cast iron crankshafts with no other modifications of any kind except minimum .030 under size. Chev Part # 3932442 or # 14088526.
- 39.3.2 - Drilling for balancing only.
- 39.3.3 - Must remain stock stroke.
- 39.3.4 - Knife-edging, polishing, undercutting, and lightening is not permitted. No modifications.
- 39.3.5 - Factory production or OEM replacement harmonic balancers are permitted.

39.4 – Spec. Camshaft & Timing Chain

- 39.4.1 - Hydraulic camshaft only.
- 39.4.2 - Not to exceed .450 lift on intake and exhaust with stock diameter lifters.
- 39.4.3 - No roller cams allowed.
- 39.4.4 - No mushroom cams allowed.
- 39.4.5 - No gear or belt driven cams.
- 39.4.6 - Timing chain and gear may be of a roller type or OEM replacement chain and gear.
- 39.4.7 - Lifter valley baffles allowed.

39.5 – Spec. Exhaust Manifold

- 39.5.1 - Stock cast iron exhaust manifold must be used (unaltered) – no center dump manifolds.

39.6 – Spec. Rocker Arms

- 39.6.1 - Stock ratio stamped steel rockers arms only.(Chev. 1.5)
- 39.6.2 - No roller tip or roller rockers.

39.7 – Spec. Intake Manifold

- 39.7.1 - Only an aluminum four barrel intake as cast box stock with no modifications or grinding permitted.
- 39.7.2 - Manufacturers and part numbers that are legal are as follows:
 - Weiand X – Celerator, Chevy # 7547, Ford # 7515,
 - Chrysler #7545
 - Edelbrock Torker II Chevy # 5001, Ford # 5021, Chrysler #5076.
 - Edelbrock Performer Chevy #2101, Ford #2750 or #2181, Chrysler #2176

39.8 – Spec. Push Rods & Valve Springs

- 39.8.1 - Stock length and diameter push rods.
 - Chev.350 1.260 diameter spring with installed height of 1.70-1.75
 - Ford 351 1.500 diameter spring with installed height of 1.82
 - Chrysler 360 1.500 diameter spring with installed height of 1.65

NOTE:

The engine owner will be responsible for any and all costs incurred in the tech inspection of this engine however, any Car required to remove their Head(s) and/or Pan by

Ohsweken Speedway Technical Inspection and found to be "legal" will be reimbursed \$50 of their re-gasketing costs.

40.0 – GM Circle Track Crate Engine *Part # 88958602 or #19258602*

- 40.0.1 - Must remain stock.
- 40.0.2 - ANY TAMPERING OR CHANGING OF ANY ENGINE PARTS WILL RESULT IN COMPETITOR BEING DISQUALIFIED FROM EVENT, LOSS OF ALL POINTS TO DATE AND SUSPENDED FOR ONE YEAR.

40.1 – Carburetor

- 40.1.1 - Holley R4412 that MUST REMAIN BOX STOCK.
- 40.1.2 - Choke may be removed, throttle shaft may be welded, jets and power valves may be changed.
- 40.1.3 - Carburetor must be mounted parallel to intake.
- 40.1.4 - Track Officials reserve the right to exchange any competitor's carburetor at any time.
- 40.1.5 - One BRP 377 adapter only.
- 40.1.6 - Two .030 gaskets only.
- 40.1.7 - Throttle shafts must remain standard and must not be thinned, cut or altered. No modifications.
- 40.1.8 - No air induction inserts or other devices to direct air to intake.

41.0 – Non Spec Engine - (*RADIAL TIRES ONLY*)

- 41.0.1 - Must be in stock location.
- 41.0.2 - Maximum engine size:
 - Ford 351 (no Boss or Cleveland)
 - Chrysler 360
 - GM 350
- 41.0.3 - Any engine under 318 CID must be 1976 or newer.
- 41.0.4 - Must be stock stroke, 0.060" overbore.
- 41.0.5 - Engine must be same make as chassis (GM engine in GM car).
- 41.0.6 - Factory blocks with factory dimensions except 0.060" overbore.
- 41.0.7 - No aftermarket or aluminum blocks.
- 41.0.8 - Minimum deck height 0.020" with steel gasket or zero deck height with 0.040" gasket.
- 41.0.9 - Internal block painting, screens and plugs allowed.
- 41.0.10 - Lifter valley baffles allowed.
- 41.0.11 - Rods must be stock length. (Chev.350 5.7") steel only. No light weight.

41.1 – Intake Manifold

- 41.1.1 - An aluminum four barrel intake as cast box stock with no modifications or grinding permitted.
- 41.1.2 - Manufacturers and part numbers that are legal are as follows:
 - Weiland X - Celerator, Chevrolet - part # 7547, Ford - part # 7515, Chrysler - part # 7545
 - Edelbrock Torker II, Chevrolet - part # 5001, Ford part # 5021, Chrysler part # 5076
 - Edelbrock Performer Series, GM #2101,#2104,#2116,#3704 Ford #2750, #2181,#2121,#3721,Chrysler #2176
- OEM 2 or 4 barrel dual plane intake with no modifications.

41.2 – Pistons

- 41.2.1 - All engines must use stock type OEM flat top pistons with full skirt.
- 41.2.2 - No light weight pistons

41.3 – Carburetor

- 41.3.1 - Holley manufactured 2 barrel # R4412 carburetor permitted with no modifications box stock only except choke plate removed and jet changes.
- 41.3.2 - Or any OEM production 2 barrel carburetor (max. 1-3/8" venturi) may be used. No modifications except jet changes and choke plate removed.
- 41.3.3 - One 1 inch thick nonadjustable adapter approved by official.
- 41.3.4 - Two .030 gaskets only.
- 41.3.5 - No air induction
- 41.3.6 - No carburetor inserts or other devices to direct air into intake.
- 41.3.7 - Stock type air breather mounted parallel to intake.

41.4 – Cylinder Heads

- 41.4.1 - Screw in studs and guide plates allowed.
- 41.4.2 - No high performance heads.
- 41.4.3 - OEM stock type valves.
- 41.4.4 - No work below valve seats.
- 41.4.5 - Chev. max. valve size - intake 1.94 - exhaust 1.50.
- 41.4.6 - Stock diameter single valve springs and retainers only.
- 41.4.7 - Ford and Chrysler stock valve size for head.
- 41.4.8 - Stock length pushrods.
- 41.4.9 - OEM type stamped steel rocker arms Chev 1.5 ratio only.
- 41.4.10 - No roller or roller tip rocker arms.
- 41.4.11 - 350 Chev 72 cc minimum combustion chamber.
- 41.4.12 – 350 Chev approved head numbers-014, 126, 195, 267, 330, 336, 339, 388, 393, 441, 445, 454, 487, 493, 545, 598, 624, 642, 709, 799, 813, 862, 881, 882, 920, 991, 997.

- 41.4.13 - Vortec heads allowed on 305 CID engines only.
- 41.4.14 - Ford 302 CID and Chev 305 CID heads must be 1976 or newer.
- 41.4.15 - No 305 heads on 350.

41.5 – Camshaft

- 41.5.1 - Any hydraulic camshaft may be used not to exceed .450 lift on intake or exhaust at the valve with stock type hydraulic valve lifters.
- 41.5.2 - No roller lifters.
- 41.5.3 - Engines under 305 CID + 0.060" overbore allowed stock type roller hydraulic valve lifters.

41.6 – Oil Pan

- 41.6.1 - Optional viewing window can be installed in the oil pan.
- 41.6.2 - Any oil pan may be used.

42.0 – Technical Inspection

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

- 42.1 - All new cars must arrive at the track one hour prior to start time and report to the tech inspector.
- 42.2 - If car does not meet our rules it will not be able to compete. No exceptions.
- 42.3 - 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.
- 42.4 – Ohsweken Speedway reserves the right to confiscate any illegal components at any time as deemed necessary.
- 42.5 – Ohsweken Speedway reserves the right to impound any car for any reason at any time.

43.0 – Post Race Technical Inspection

- 43.1 – Post Race Technical Inspection is carried out within the confines of the Tech Barn will be completed under the following guideline:
- 43.2 – Cars to be inspected MUST proceed immediately to the Tech Inspection area after exiting the race track;
- 43.3 – 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)

- 43.4 – 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;
- Access in the tech barn will be restricted to the car driver and two crew members.
- The team is responsible for preparing only the area(s) of the race car for inspection as requested by the Head tech official in a timely manner;
- Any participant (team) who refuses to allow tech officials to inspect their car at any time or follow inspection directions and procedures will be subject to the following:
 - Immediate disqualification from the event.
 - Loss of points and prize money for that event.
 - Credited with a feature win for handicapping purposes (*if applicable*).
- Participants found to be illegal and disqualified during technical inspection shall be subject to the following:
 - Disqualification from the event.
 - Loss of points and prize money for that event.
 - Credited with a feature win for handicapping purposes (*if applicable*).
 - If found illegal on a double feature night, the car will be declared illegal for both races and will not receive points or prize money for either.
- A second infraction for deemed illegal or technical issues will result in the following:
 - Disqualification from the event.
 - Loss of points and prize money for that event.
 - Total Loss of all accumulated points to date. (Attendance record will not be affected for year-end perfect attendance award)

****Thundercars or Street Stocks from other tracks may be able to run in the Thunder Stock divison. You must call ahead to see if your car is eligible. Cars may require a weight handicap. Please call Glen Hils**

Any questions regarding rules please contact Glen Hils at 905-628-1716 weekdays from 9AM – 4PM

NOTES: