



Western Speedway
Western Promotions Ltd.
2207 Millstream Road
Victoria, B.C. V9B 0J7
Phone at track: 250-474-2151

Keg Late Model Drivers Challenge (last updated April 29, 2016)

OFFICIAL RULE BOOK

These rules are designed to allow many different versions of late model cars to compete on an equal and fair footing. Please realize many of the rules are made to keep racing as inexpensive and competitive as possible. If you are unsure of any rule or the spirit of any rule, please check with the tech officials. **If it doesn't say you can't, it doesn't mean you can.** All track safety rules apply, as per the rulebook. **The Keg series Invites any WESCAR Late Model, South Sound Speedway & WCSSS Late Model to compete with us, using their own series Rules. Keg Series tire rules will apply. Keg series points will not be awarded to these cars. In the fairness of competition, we reserve the right to adjust car weight.**

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide the orderly conduct of racing events and to establish minimum acceptance requirements for such auto racing events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules and regulations are intended as a guide for the conduct of auto racing at Western Speedway and are no way a guarantee against injury, or death to a participant, spectator, officials or others. The Race Director and/or Technical Director shall be empowered to permit minor deviation from any of the specifications or rules herein, or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements.

NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM SUCH ALTERATION OF THESE SPECIFICATIONS OR RULES.

Any interpretation of, or deviation from these specifications or rules is left to the discretion of the Race Director and/or Technical Officials. Their decision is final.

Minor drivers and their parents are responsible to read and understand the rules and regulations set forth in this rule book.

COMPETITOR OBLIGATION: Every driver must inspect the racing surface and the racetrack area to learn of any defects, obstructions, or anything which, in the driver's opinion, is unsafe and the driver shall report in writing to a track official. Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that he is aware that auto racing involves risks and that by competing in that event the driver assumes these risks with full awareness and knowledge.

ALL RULES ARE SUBJECT TO THE INTERPRETATION OF THE TRACK OFFICIALS, ANY EQUIPMENT THAT THE OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL



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FOR COMPETITION. IN THE INTEREST OF FAIRNESS THE RULES MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION.

No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which Western Speedway track events will be governed. Western Speedway Tech officials are authorized to decide if an equipment change, or modification is an attempt to circumvent these rules. Western Speedway officials can and will disqualify a race car in violation of the spirit or intent of these rules. If this rule book does not specifically state that you can alter, change or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by Western Speedway officials by passing through prior technical inspections.

GENERAL INFORMATION

The Driver of each car represents to the Promoter and all others, that his car has satisfied all applicable rules, including but not limited to safety rules, whenever such Driver participated in any warm-up, practice or competitive laps.

The Driver of each car is also completely responsible for ALL actions of Crew Members, Sponsors, or all else signed under their number.

If you have any complaints, disputes, problems, or questions, only the Driver and Crew Chief, Driver and Car Owner, or Driver and one representative from your team may approach an Official, in a civil manner to resolve the situation

All participants are expected to take pride in being part of Western Speedway's weekly program. Auto racing entertainment is what we have to offer and we will not tolerate the lack of professional attitude, conduct or appearance of car, driver crew or others involved.

All cars are required to completely conform to the rules package specific to their class. All parts or components deemed by the Technical Officials to be non conforming will be prohibited. Use of prohibited parts may result in disqualification, fine and/or suspension to the Driver and/or Owner.

Any prohibited or illegal part found would become the property of Western Speedway.

All construction rules will be decided by Western Speedway Technical Officials. Their decision will be final on all construction rules. Burden of proof on any concern will be the responsibility of the driver and car owner.

These rules are a guideline. Contact the Western Speedway Technical Officials for final approval of your race car.

All Western Speedway divisions are designed to promote greater interest in oval track competition; these rules are intended to create fair classes of racing that are also competitive and fun, and to enable those with moderate means to participate at Western Speedway.

These rules are set for three years, the 2012, 2013 and 2014 seasons. Rules may be subject to change at any time in order to ensure a safe competitive level of competition.



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To register a car and obtain a Western Speedway car number call (250) 474-2151.

ELIGIBILITY

1. Drivers must be a minimum of 16 years of age.
2. All Drivers and Crew Members under 18 years of age must present a notarized minors release or a minor's release that is signed by both parents or guardians to Western Speedway before they will be allowed in the pit area.
3. Releases signed by individuals under 21 years of age are not valid.
4. All driver's, must be registered members of Western Speedway in good standing.
5. All entrants must have a valid Western Speedway pit pass. ENTRANTS MUST WEAR THEIR PIT BAND AT ALL TIMES. Pit passes will only be sold at Western Speedway.
6. You must sign in as Driver at the pit gate, and only you can drive the car that night. If you fail to register as the Driver for the night, your car will not receive points or money.

PROTEST, APPEALS AND COMPLAINTS:

1. All manners in which protests and appeals, shall be governed by the rulebook.
2. Any complaints, disputes, questions, or problems must be directed, by the Driver or the registered Car Owner to the Race Director.
3. Protests, as to an official decision, must be submitted in writing, by the Driver or registered Car Owner to the Race Director within 20 minutes of the official decision being levied. Only a Driver or registered Car Owner in the same class may submit a protest.
4. If a Western Speedway member who is a competitor believes that another competitor has or will obtain a significant unfair advantage by some action that the member believes is in violation of the rules, the member may protest such action to a Western Speedway Official. The protest must be made in writing by the competitor (or his or her Car Owner) within twenty minutes after the checkered flag is displayed signifying the completion of the race. Each separate protest shall be accompanied by a \$100.00 protest fee. The Race Director and/or Technical Director shall decide whether the matter is protest able, and if so shall decide the protest as promptly as possible, and shall inform the parties to the protest of the decision A decision that the matter is not protestable is final and non-appealable. In deciding the protest, Western Speedway Officials may take whatever action deemed appropriate to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualification, suspension, fines, and/or loss of finishing position(s) in the event), awarding or subtracting of points, or taking no action. Their decision is final. If the protest is allowed, the money will be reimbursed to the person protesting. If the protest is disallowed, the money will go to the person being protested, less \$25.00 for administrative fees.

TRACK RULES



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1. It is the responsibility of each race team to have in their possession, a current set of rules for the division that they are participating in. If a race team member disputes or protests the rules and that team does not have a current set of rules in their possession in their pits the protest will be disallowed.
2. The Race Director will be the sole authority in the pits concerning the running of the races. The Race Director and the Starter/Flagman will be in charge of on-track competition. The Technical Director will handle all technical protests.
3. Officials will establish the race event procedures; starting positions, length, frequency and administration of all events and programs. When their decision is rendered, that decision will be final and binding. The race may be shortened due to time allotted or weather and once the race has passed the halfway point, it will be an official race.
4. Any complaints, disputes, questions, or problems must be directed, by the Driver or registered Car Owner, to the Race Director immediately following the event.
5. When asked to remove a part or tear down for tech inspection and you refuse, you are subject to a fine, probation, disqualification, and/or suspension.
6. Protests, complaints, disputes, or problems, will be handled in the pits at the completion of that race or completion of the nights racing events. Complaints are not to be made to the scores or announcers. Any driver, car owner, crew member or family member who goes to the scoring tower at any time to dispute a call will result in the driver of the car being fined and or suspended.
7. Any Driver stopping on the racing surface to argue with an Official, in regards to an Official's decision, will be automatically disqualified from the event and or suspended.
8. Any Driver or Crew Member who is injured or involved in an accident must submit to a check by the medical attendants. Any Driver involved in a serious accident will not enter or re-enter a race until approval to do so is given by Officials and medical attendants. Medical transportation from the racetrack to the hospital is the competitor's' responsibility.
9. Driver's meeting is mandatory. Drivers must attend, if the Driver does attend the drivers meeting he/she will start at the back of their respective races.
10. Two way communication radios are NOT allowed at Western Speedway except in the Late Model and Mini Stock Divisions. All cars must run a transponder, transponder must be mounted on the inside frame rail behind the rear end housing. Can be mounted no more than ___ from the front nose of the car.
11. Permission must be obtained from the Race Director or Technical Director before any practice and or safety laps, other than the designated practice time may be taken. All cars MUST go through Tech prior to entering the racing surface each race day. All cars will run under the approval of the Technical Inspectors.
12. Any unauthorized persons entering onto the racing surface during race conditions will result in a disqualification, penalty, fine, or suspension, to the person and affiliated Driver.



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13. No personal cars or vehicles in the pit area.
14. One person must remain with the race car at all times.
15. All Rookie drivers must start at the back of all events for the first two weeks of racing. Rookies must have a yellow stripe on the back bumper.
16. Waste oil must be placed in waste oil barrels at the designated waste oil area. Failure to do this will result in a minimum fine of \$200.00.
17. Unsportsmanlike conduct by drivers will not be tolerated. An appropriate penalty will be issued.
18. Verbal or physical abuse of anyone will not be tolerated. Minimum suspension one week, fine or both.
19. Any competitor or Crew Member who participated in a fight in the pits, or on the race track, or on the premises, will result in a minimum of \$500.00 fine, suspension, and/or loss of points and positions in the event. **STAY IN YOUR OWN PITS! ANY DRIVER OR CREW MEMBER THAT GOES INTO SOMEONE ELSE'S PITS, YELLING OR WITH ANY KIND OF AGGRESSIVE BEHAVIOR WILL NOT BE TOLERATED!! YOUR CAR WILL BE LOADED AND YOU WILL BE REQUIRED TO LEAVE THE RACETRACK PREMISES.**
20. Any competitor or Crew Member, who has a pit band, partakes of any alcoholic beverage, stimulating, depressing, or tranquilizing drugs or is otherwise under the influence will result in disqualification and a minimum fine of \$500.00 along with a suspension.
21. Any competing car, whose speed has been reduced to the point where it could cause a safety problem, may be removed from the racing surface at the option of the Officials.
22. End of the year tiebreaker procedures: Most first place A-Main wins, if still tied after wins, the tiebreaker will continue as follows until tie is broken. Most A-Main second place finishes, most third place A-Main finishes, most top five finishes (all events), highest win percentage in all events.
23. **ROOKIE OF THE YEAR:** If you are competing for Rookie of The Year, and you run more than five (5) races in your division and/or an upper division, in any year, you are not eligible to compete for Rookie of The Year in the future.
24. Any car continuously unable to start under its own power may be liable for a penalty or disqualification from the event or from the complete program.
25. Any Driver or Crew that does not take their car to the line-up grid, when requested to by the Officials, they may be required to start at the back of the line-up for that event.
26. If a car is dead on the track, when racing is in progress, the Driver must stay in the car with seatbelts fastened until the race is stopped, except in case of a fire or rollover. Failure to comply may result in a penalty, disqualification, and/or suspension.



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27. No race cars will be allowed on the track until the track has been opened for official practice or racing.

28. No person shall be permitted to ride on the outside of a race car, tow vehicle or trailer at any time.

29. No speeding in the pits. You must use caution while driving in the pit area or you will be subject to a fine or suspension. No donuts, burnouts, etc. allowed. We need to keep the pits safe for Drivers and all others.

30. NO firearms allowed in the pit area.

FLAGS

1. ORIGINAL START: You must take the Green Flag at the start of the main event in order to compete in that main event. If you come out once the race has started, without approval from the Race Director, you will be black flagged and parked.

2. On the original start of any race, Drivers must stay double file nose to tail and may not pass until you are past the start/finish line. Drivers on the front row of any race, get one (1) chance on the original start. If the start is waved off, they will go back a row and the second row will move to the front row. **If you cause a caution on the original start, you will go to the back of the field.**

3. On any start of a race, if a car drops out, the line will move up. Example: If a car on the inside row, say the third place car, falls out of line and cannot start the race, then that row only will move ahead. Same as if the sixth place car falls out, then only the outside row will move ahead.

4. CONE RE-STARTS: On cone restarts the flagman will give you the 2 to go sign, then next time around there will be a cone on the front straight. You will choose inside or outside, whatever lane you choose that is where you are going to start. If you change lanes you will be penalized after the race or black flagged. All restarts will be double file, the leader will set the pace. No passing until the green flag or green light comes on. Drivers receiving the black flag will always go to the end of the longest line.

5. GREEN FLAG: On any start or restart, you will always receive the green. If the Race Director does not like the start, he will then throw the yellow, and re-start the race.

6. YELLOW FLAG: When a yellow flag or yellow lights comes on, you will slow and maintain your position, you may not pass, failure to do so will result in being put to the back of the field. Under each caution, yellow laps will NOT count. No racing back to the yellow. If you are unsure what position you are in, pull up beside the Driver in question and wait for the Officials to direct you to your proper restart position. If you are involved in or cause a caution, you go to the rear of the field.

7. RED FLAG: Cars must come to a complete, safe stop. Drivers are not allowed to move their car off the track on a red flag. Drivers may exit the track, only by permission of an Official or when the track goes to a yellow condition. Failure to abide by this rule will result in a two (2)-lap penalty. Repairs or service of any nature or refueling will NOT be permitted when the race is halted due to a red flag



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8. **BLACK FLAG:** Drivers receiving a black flag will leave the track immediately and report to the Pit Boss in a designated area, failure to abide by the black flag with result in disqualification. You will have three laps to report to the pits before you will not be scored.

RACE PROCEDURES AND LINEUPS

1. Time trials will be performed at all Western Speedway events. (Unless otherwise posted) Qualifying will consist of two continuous laps or group qualifying.

2. Heat Races will be a minimum of eight (8) laps. All heat races will be fully inverted, with even numbered qualifiers in one and odd qualifiers in the other.

3. A maximum of twenty (24) cars will start the A-Main. All Main events will be inverted. The invert will be decided by Western Speedway officials.

4. Western Speedway officials will advise drivers of the makeup of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.

5. The lineup posted on the pit board when cars entering the racing surface for any race shall be the final lineup. In the event of a car dropping out of the lineup for mechanical reasons, the row will move straight forward.

CAR CONSTRUCTION RULES

1.0 BODY

1.1 GENERAL

1.1.1 All bodies to be professionally built and available to all competitors such as 5-Star or ARP.

1.1.2 All bodies must be mounted to reflect a stock body. No wedge or down force bodies allowed. ABC body regulations will apply. Body parts may not be altered

1.1.3 Nose cones to remain as manufactured. No alterations allowed gaining an aerodynamic advantage. Wear strips are ok.

1.1.4 Composite bodies only. No carbon fiber bodies allowed. Aluminum door panels are allowed.

1.1.5 Doors and rear quarter panels must line up and be flat and smooth. Rear deck lid must be flat. Height subject to template.

1.1.6 Bodies must be in good condition at all times. Bodies must be free from sharp edges.

1.1.7 Roof height to be 47" minimum without driver.

1.1.8 No under car aerodynamic devices allowed.

1.2 SPOILERS



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1.2.1 Front valence and side skirts minimum 4" ground clearance. Rear spoiler 6 ½" height maximum. No wrap around spoilers allowed

1.2.2 Spoiler may not extend past the body and be 60" maximum in width

1.3 **WINDOWS**

1.3.1 A full front windshield, minimum .125" and a rear window a minimum .093" made of carbonate (Lexan) is required.

1.3.2 Front window supports are required.

2.0 **WHEEL BASE**

2.1 104.5" to 108" maximum

3.0 **TRACK WIDTH**

3.1 69" maximum as measured at spindle height from center of tire to center of tire.

3.2 Cars with 66.5" track width or less can remove 50 lbs. from total weight.

4.0 **WEIGHTS**

4.1 All weights will be race ready with driver and gear in seat and full of fuel. All ballast weights will be securely fastened and painted white with the car number on them.

4.2 Factory Stock front clip with fabricated chassis: 2950lbs minimum, maximum 57% percent left side.

4.3 Approved fabricated Camaro front clip with fabricated chassis: 2950lbs minimum, maximum 57% percent left side.

5.0 **CHASSIS**

5.1 **GENERAL:**



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- 5.1.1 Car may be fabricated tube chassis or stock clip either perimeter or offset design.
- 5.1.2 Fabricated main frame rails in centre section of the car must be a minimum of 2 x 3 x .095" steel tubing.
- 5.1.3 All Fabricated clips must match factory OEM mounting points for, lower control arms, steering box, and Idler arm. Port City, Howe, Lefthander, Race Car Factory and Victory Circle are the approved manufacturers. (Contact tech officials for approval of any other manufacturer)
- 5.1.4 All stock clips must match original dimensions. Lower control arms, steering box and idler arm mounting points must not be moved. Stock clip must continue to lowest point rearward of lower control arm mount. Contact tech for clarification.
- 5.1.5 Lower pivots may not be adjustable. Welded washers in stock location OK.
- 5.1.6 Stock front clips may be notched and boxed for clearance of bottom cross member.
- 5.1.7 Skid plates are allowed, and must provide for access by tech for checking crank height and access to lower control arm pivots.

5.2 **GROUND CLEARANCE**

- 5.2.1 4" minimum ground clearance of all parts of the car, including chassis and body, except tires.
- 5.2.2 Front cross member on GM clips 3" minimum ground clearance

5.3 **ROLL CAGE**

- 5.3.1 The roll cage must be constructed of a minimum of 1.75" x .095" wall round seamless tubing.
- 5.3.2 Joints in major locations, door bars, dash bars, roof bars, must be gusseted.
- 5.3.3 A minimum of 4 door bars are required on the left side and 2 on the right side. Left side door bars must curve out to the outermost part of the door design.
- 5.3.4 All bends are to be mandrel bent. No exhaust type bends, links, or welded elbows are allowed.
- 5.3.5 All cars must have minimum 16 gauge steel door plating. Plating must at minimum, cover all door bar holes that extend through to the driver.

6.0 **SUSPENSION**

- 6.1 Bump stops and Coil binding will not be permitted. If your car's suspension cannot be traveled far enough to induce "bottoming out" it will be deemed illegal. Example: If the tech man and approximately 3 volunteers can't kneel on the front of your car and bounce it up and down to the point that the cross member hits the ground, YOU ARE ILLEGAL.



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- 6.1.1 Springs must be 5 inch or larger coil and must utilize factory spring pocket on front lower control arm.
- 6.1.2 Lower control arms must be OEM or approved tubular Camaro replacements. OEM control arms may only be modified for the addition of ball joint sleeves.
- 6.1.3 Swapping of lower control arms is not permitted. Arms must match the make, model, and year of front clip being used.
- 6.1.4 Port City/Victory Circle HD tubular arm #100-202-CL/R and #100-202-CL/R-1 lower control arms are allowed. May only be used on OEM, or Fabricated Camaro clips.
- 6.1.5 Tubular upper arms are allowed.
- 6.1.6 Stock production steel spindles only. No pinto spindles allowed. Must be dimensionally correct to factory specifications. No grinding or bending of spindles allowed. Spindle may be drilled for tie rod bolts.
- 6.1.7 No mono type ball joints allowed.
- 6.1.8 Steel bushings are allowed. No threaded rod ends on lower pivots are allowed. Spherical bearings are allowed.
- 6.1.9 Sway bar must be one piece only.

6.2 **REAR SUSPENSION**

- 6.2.1 Leaf springs, 3 link, or truck arms allowed. No spring links allowed. 3rd link rubber bushings are allowed.
- 6.2.2 No springs or shocks may be used to control the torsional rear end housing movement. No spring pan hard bars.
- 6.2.3 No spring, rubber or poly link trailing arms or panhard allowed.
- 6.2.4 Coil springs must be a minimum of 5" inches in diameter.

6.3 **STEERING**

- 6.3.1 All steering components must be mounted in stock location for the make, model and year of clip being used.
- 6.3.2 Stock steering box only. No rack and pinions
- 6.3.3 Stock or laser cut center links are allowed. Approved parts #'s are Howe #23396, Port City Racing #100-19900, Port City Racecars #610-19900, and Allstar #56331. Modified stock center links are not allowed. Laser cut center links must be dimensionally equivalent to stock, with the exception of vertical bump steer adjustment. (contact tech for approval of laser cut center links not included)
- 6.3.4 5" laser cut pitman arm allowed with use of Howe, Port City Racing, Port City Racecars, or Allstar laser cut center links only, Cannot be used with a stock center link. Approved part #'s are, Howe 2349, Port City Racing #100-3EP102. Stock Camaro OEM pitman arm must be used in conjunction with a stock Camaro OEM center link only. (contact tech for info on pitman arms not included)



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- 6.3.5 Stock or aftermarket Idler arm allowed, Howe # 23421 is the suggested aftermarket replacement. Idler arms must be dimensionally equivalent to stock for make, model, and year of front clip being used.
- 6.3.6 At all times, centre link, idler arm and pitman arm must be dimensionally equivalent to stock for make, model, and year of front clip being used.
- 6.3.7 Rod ends can be used in place of tie rods. Aluminum tie rod sleeves are allowed. Highly recommend steel tie rod sleeves.

7.0 **SHOCKS**

- 7.1 Shocks must be steel body and non-adjustable. Twin or mono tube configuration will be allowed. Schrader valves allowed. No internal bump stops!
- 7.2 No exotic racing shocks allowed. No external or enlarged reservoirs. No bulb or big top shocks. No base valves in high pressure mono tube gas shocks. Tech reserves the right to confiscate any competitor's shocks at any time for the purpose of inspection.
- 7.3 **Approved shocks are:**
- 7.4 QA1- 51 and 26A series
- 7.5 Bilstein - SZ, SL and SN(S/A) series
- 7.6 Pro-TA series
- 7.7 **INTEGRA- part # 310 431XX and #310 451XX**
- 7.8 **FOX- 95 and 97 Series**
- 7.9 **AFCO- 23, 24, and 10 Series**
- 7.10 Must be mounted directly to suspension. No cantilever or linkage set ups.
- 7.11 Only 4 shocks on the car.
- 7.12 No shocks inside springs.

8.0 **REAR ENDS**

- 8.1 Standard size Quick change or full floaters 9" only. Absolutely no lightweight or "crate" Quick changes will be allowed. Must have steel axle tubes. No aluminum carriers on 9" inch rear ends. Hubs may be steel or aluminum. Axles may be gun drilled.
- 8.2 Opened or spooled rear ends only.
- 8.3 No cambered rear ends are allowed.
- 8.4 No exotic parts or metals allowed.
- 8.5 No traction control devices of any kind are allowed.



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9.0 **BRAKES/ROTORS/HUBS**

- 9.1 Must use a single piston cast iron/factory style caliper.
- 9.2 Check valve style circulatory systems allowed. No pump style systems allowed.
- 9.3 All cars must have 4 wheel disc brakes in working condition.
- 9.4 No scalloped front or rear rotors.
- 9.5 Brake rotor/hub must be dimensionally equal in size and weight to available factory hub. Rotor diameter must not exceed 12 inches.
- 9.6 May use aftermarket hub, but must be steel. (Exception: cars that have speedway engineering aluminum hubs that were legal in the 2009/2010 Katana series will be allowed. New aluminum hubs will not be allowed)
- 9.7 No wide five hubs.

10.0 **WHEELS**

- 10.1 Steel wheels only. Maximum wheel width is 10" inches.
- 10.2 No home-made wheels.
- 10.3 Must have a minimum of 5 steel lugs, must be steel.
- 10.4 Must have a minimum of 1" lug nuts.
- 10.5 Must have all lug nuts in place.

11.0 **TIRES**

- 11.1 The official tire is the Hoosier 2040
- 11.2 The tires you qualify on must be the same tires you start all of the day's races on.
- 11.3 No tire softeners or treating of tires allowed. No altering of the tire in any manner is allowed.
- 11.4 Bleeders are allowed.
- 11.5 Tire consumption will apply. A maximum of 12 tires will be allowed for the 8 races/4 nights. The tire allotment will be as follows: night 1 - 4 tires, night 2 - 2 tires, night 3 - 4 tires, night 4 - 2 tires. Tires will be recorded and tracked using a computer aided bar code reader.

12.0 **INTERIOR**

12.1 ***INTERIOR SHEET METAL***



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- 12.1.1 All cars must have a full floorboard from firewall to firewall. A minimum of 16 gauge steel is required under the driver.
- 12.1.2 Driver to be surrounded by 24 gauge steel including foot box, tunnel and behind driver seat.
- 12.1.3 The rear area of the interior may be paneled straight across from the window lines. The forward part next to the driver may slope from the side of the tunnel to the right side window edge.

12.2 **DRIVER'S SEAT**

- 12.2.1 Approved racing quality seat is mandatory.
- 12.2.2 No plastic or fiberglass seats. All seat mounting bolts to be minimum 3/8" or larger with a minimum 1" washer.
- 12.2.3 Seat must be mounted to the frame and roll cage.
- 12.2.4 It is recommended that the seat provides support to driver's ribs, shoulders and legs when sitting in a normal racing position.
- 12.2.5 Headrest/head surround must be mounted to seat or roll cage that will give full support to driver's helmet when sitting in a normal racing position.

12.3 **ROLL BAR PADDING**

- 12.3.1 All bars within the driver's reach must be padded. Padding which meets SFI 45.1 specification is recommended.

12.4 **MIRROR**

- 12.4.1 Rearview and sideview mirrors must be mounted inside the car.

13.0 **SAFETY EQUIPMENT**

- 13.1 An approved window net is mandatory on all cars.
- 13.2 Net must be installed so it is tight.
- 13.3 Window net anchors must be attached to the roll bars, not the body.
- 13.4 Window net must be quick-release type.
- 13.5 Net must be permanently anchored at the bottom and release from the top, with a minimum of one quick-release.



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- 13.6 Wide mesh nets only. Window net meeting SFI specification 27.1 are recommended, with a minimum of ½" ribbon or larger.
- 13.7 Full face helmets which meet Snell SA 2005 or SFI specification 31.1 or more recent standards are to be used.
- 13.8 All Drivers must wear fire resistant drivers' suits. Suits meeting SFI specification 3.2A/5 are recommended. It is also recommended that the driver wear fire resistant underwear. Full coverage fire resistant gloves which meet SFI specification 3.3/5 are mandatory. Fire resistant shoes meeting SFI specification 3.3 are mandatory.
- 13.9 ALL cars will be equipped with a minimum 3" wide seat belt, two piece shoulder harness, and a crotch strap with a metal-to-metal center release. Driver's restraint system which meets SFI specification 16.5 is mandatory. All safety belts must be mounted per manufacturer's recommendations. This system must be in good condition with a five year maximum dating.
- 13.10 Restraint system must be securely attached to the roll cage structure.
- 13.11 All drivers are strongly encouraged to use an approved head and neck restraint system. Restraint systems which meet SFE specification 38.1 are recommended.
- 13.12 Any driver removing head and neck restraint system on the track will be black flagged. Safety inspector has final say.
- 13.13 All cars must be equipped with a five pound fire extinguisher, fully charged, Halon Type, DuPont FE36 or equivalent, securely mounted with working gage. The fire extinguisher must be mounted within easy reach of the driver in the normal seated race position. Gauge should be mounted in a manner to be read from the top side.
- 13.14 An emergency main battery disconnect which removes all power must be located in the center of cockpit within reach from either side window. The switch must be labeled clearly ON/OFF.
- 14.0 **RADIOS**
- 14.1 Radios are required for all drivers, crew chiefs and/or spotters.
- 14.2 All spotters are required to have radio, in contact with the driver, and recommend they monitor race control during the race.
- 14.3 All spotters must be in the spotters area as set up by officials during the race.
- 15.0 **EXHAUST**
- 15.1 All cars must have a working muffler that can meet a noise Level of 90 decibels at 100 feet.
- 15.2 Exhaust must exit under vehicle and behind the driver's seat. It is recommended that it exits through the body or rear quarter panel. May not protrude outside the body with proper shield in place.
- 15.3 No stainless steel or other exotic exhaust systems like SPD allowed.



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15.4 The only approved crate engine headers are Schoenfeld, Chevrolet: 135VCM-3, Ford: 335V-3CM, Dodge: 435V

15.5 System may be jet coated. No merge collectors.

16.0 **TRANSMISSION**

16.1 Any standard transmission is allowed. Must be in general production from Ford, GM, Dodge.

16.2 Must function in all gears and cannot be lightened or modified. No gun drilling or exotic parts.

16.3 Richmond T-10 is allowed as long as it is synchronize and works in all gears.

16.4 No special built Brinn, Jerico or T-10 modified racing or standard racing built allowed.

16.5 Tex T-10 allowed as long as it is synchronize and works in all gears.

16.6 A steel clutch scatter shield is required. Clutches are to be stock diameter with stock diameter steel flywheel and steel pressure plate. Must be a 153 tooth and measure 12 7/8 diameter. Clutch disk must be 10 1/2" inch in diameter and be steel.

16.7 No lightening holes allowed.

16.8 Richmond 2 speed dog ring transmissions are allowed

17.0 **DRIVESHAFT**

17.1 Drive shaft must be steel. No aluminum or carbon fiber drive shafts allowed.

17.2 Drive shafts must be painted white.

17.3 Drive shaft hoops are mandatory and must be 1/4" inch thick by 2.0" inch wide and mounted to the frame within 6.0" inches from the front yoke and 12.0" inches from the rear yoke.

18.0 **FUEL SYSTEM**

18.1 Fuel cell mandatory, maximum 22 gallons and must be an approved racing type soft bladder only.

18.2 Fuel cell must be mounted behind the rear axle housing, between the frame rails.

18.3 All fuel cells must be mounted no lower than 10.0" inches from the ground.

18.4 Fuel cell must be enclosed in a separate container made of a minimum of 22 gauge steel.

18.5 Fuel cell must have 2 guard protector bars centered behind the cell.

18.6 Fuel cell must be a minimum of 8" inches from the rear bumper.

18.7 Fuel cell and container must be mounted to the frame.



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- 18.8 Fuel cell must have a rollover check valve in working order.
- 18.9 Filler tube must be grounded to the fuel cell container.
- 18.10 Fuel cell must have a vent tube that exits the car at the rear.
- 18.11 Fuel lines must be mounted above the bottom of the frame rails and between the frame rails. All fuel line must be made of steel or braided type fuel line only. No copper or aluminum line allowed.
- 18.12 Fuel lines are not allowed in the driver's compartment.
- 18.13 No electric fuel pumps allowed.
- 18.14 All fuel filters must be metal case type.
- 18.15 Fuel – must run on gasoline.

19.0 **COOLING SYSTEMS**

- 19.1 All systems must be front mounted.
- 19.2 The hood must close properly.
- 19.3 One coolant overflow tank with a minimum of 1 quart is required.
- 19.4 No ethylene or propylene glycol based antifreeze can be used. Water wetter OK.

20.0 **ELECTRICAL/IGNITION**

- 20.1 All cars must have a working starter.
- 20.2 The battery must be located outside the driver's compartment and securely mounted within the frame rails.
- 20.3 Any stock type distributors are allowed. No magnetos.
- 20.4 May use aftermarket ignition system.
- 20.5 Ignition switches to be clearly labeled in the off position and within the driver's reach when buckled in.

21.0 **ENGINE LOCATION**

- 21.1 All cars maximum 1 inch engine set back from the #1 spark plug to the lower ball joint center.
- 21.2 Ford and Dodge engines may set back 2" inch from the #1 spark hole to the lower ball joint.
- 21.3 Crank shaft height must be 11" minimum from the ground up to the centerline of the crank shaft.
- 21.4 Engines must be located within 1" of centerline measured between the lower inner pivots



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22.0 **ENGINE RULES**

22.1 ***BC Late Model 2bbl 11:1 Flat Tappet Engines***

- 22.1.1 365 cubic inch maximum
- 22.1.2 Heads, stock OEM, or listed aftermarket , World Products S/R torquer #042660, 042750,042670,042650, Windsor JR #053030,Ford 351 N head, Chrysler P5007950, Pro Topline Vortec #223 6494 083, #223 6494 906, RHS # 12407 these heads are only allowed with 1:94 intake valve and 1:50 exhaust valve.
- 22.1.3 Vortec heads numbers 10239906 and 12558062. Original GM vortec heads allowed a 2:02 intake valve and 1:60 exhaust valve.
- 22.1.4 No titanium Valves allowed. No plunge cutting of bowls allowed. Cutting action concentric to valve stem is allowed. No porting. Must remain untouched by grinder or any other method to enlarge port or shape or volume
- 22.1.5 Four barrel aluminum intake manifolds are allowed
- 22.1.6 Two bbl. Holley 4412. Base plate must match. Carburetor must meet attached sheet
- 22.1.7 No dry sumps or external wet sumps allowed.
- 22.1.8 Fords may use Single stage external oil pumps but must have all engine oil in the oil pan.
- 22.1.9 Must have flat tapped cam. No roller cams, mushroom lifters or radius lifters are allowed.
- 22.1.10 11:1 maximum compression.
- 22.1.11 Cast iron production blocks only. No aluminum blocks.
- 22.1.12 Engine blocks and heads may not be lightened.
- 22.1.13 No vacuum systems allowed.
- 22.1.14 No magnetos.

22.2 ***CRATE ENGINES***

- 22.2.1 All crate engines must have factory seals and bolts. Series technical directors reserve the right to require any crate engine to be dynoed before being deemed legal for competition. Chevrolet, Ford, and Dodge crates are all eligible. Dodge crates will carry an additional 50 lbs penalty
- 22.2.2 All Crate engines must remain unmodified. Must have 6400 rev chip maximum that is easily accessible by tech and not removable by the driver.
- 22.2.3 Mini clutch - Quarter master part #100-28590ZZ
- 22.2.4 Crate engines using full diameter steel flywheel may remove 25lbs off total weight of the car.



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- 22.2.5 The only approved crate engine headers are Schoenfeld, Chevrolet: 135VCM-3, Ford: 335V-3CM, Dodge: 435V
- 22.2.6 Holley 0-80541-1 650 CFM 4 bbl carburetor only, no modifications allowed.
- 22.2.7 Carb spacer to maximum of 1" thick.
- 22.2.8 Maximum 94 octane fuel. No additives allowed.
- 22.2.9 No vacuum systems.
- 22.2.10 Must use OEM balancer

23.0 ARCA Recipe Engines

- 23.1 Will be allowed. Tech reserves the right to impose a weight penalty up to a maximum of 50lbs at any time.

24.0 2BBL CARB TECH SHEET

- 24.1 Understand that there is ZERO tolerance on carb tech. Every part of the carb must be exact to the rules. If you have purchased your carb from a rebuilder, it is your responsibility to ensure the carb is correct. Carbs will be teched EVERY RACE.
- 24.2 The carburetor rule is intended to allow all competitors to purchase a legal and competitive carb over the counter. Only minimal modifications are allowed to prepare this carb for oval racing. If your carb does not meet all of the specifications listed below, it is the responsibility of the driver or car owner to ensure the carb is legal.
- 24.3 Choke Horn must be completely intact and untouched. Choke plate, choke shaft and all other choke related linkages and components may be removed.
- 24.4 Air Bleeds
- 24.5 Factory type air bleeds only.
- 24.6 No screw in air bleeds Main Venturi/booster Venturi.
- 24.7 No modifications to the main venturies or booster venturies.
- 24.8 Booster venturi must be standard Holley airfoil type.
- 24.9 Booster venturi must measure 0.385 +/- 0.010 ID.
- 24.10 Booster venturi must measure 0.615 +/- 0.010 OD.
- 24.11 Main venturi casting mark must be visible on apex of main venturi.
- 24.12 Must pass Holley venturi tool.
- 24.13 Carb Body
- 24.14 Mill mating surface for metering block square ok.



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- 24.15 No other milling, drilling or grinding allowed.
- 24.16 Throttle Plate/Base Plate
- 24.17 Must be stock bore 1.6875 +/- 0.010.
- 24.18 Must have factory brass Phillips screws – untouched.
- 24.19 Swaged part of throttle plate screw must be intact.
- 24.20 Throttle shaft and plate combined thickness must be 0.200 +/- 0.010.
- 24.21 May have holes drilled in throttle plate.
- 24.22 Must pass Holley base plate tool.
- 24.23 Float Bowl
- 24.24 Must have factory float bowl.
- 24.25 May use oval track float.
- 24.26 May use h/d needle and seat.
- 24.27 Metering Plate
- 24.28 Must be factory production metering plate (no performance types).
- 24.29 No grinding or modifying of metering plate.
- 24.30 No external mixture adjusters allowed.
- 24.31 Jet Side
- 24.32 Holes for jets only, no other modifications allowed. Jets may be changed.
- 24.33 Power Valve Side
- 24.34 May plug power valve.
- 24.35 May change power valve.
- 24.36 No extra holes allowed.
- 24.37 No extra emulsion holes allowed in main well (only 4 factory holes TOTAL).

SEE PICTURE FOR CLARIFICATION* If you have any questions, check with the tech crew.