

MERRITT STOCK CAR ASSOCIATION



2025 RULE BOOK

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2025 Track Officials:

President- Amy Douthwright – 250-315-9873 – adouthwright@hotmail.com

Vice President- Colin Reimer -250-315-9855 – creimer89@hotmail.com

Treasurer- Sheila Hatch – 250-280-8521 – sjhatch@telus.net

Secretary- Ashleigh LeBeau – 403-827-0064 – Ashleigh.hardy@hotmail.com

Super Stock Rep- Aaron Wyatt – 604-703-4875 – cutoffs@gmx.com

Hobby Stock Rep- Devon Peters – 604-300-5339 – tech@merrittspeedway.org

4 Cylinder Rep- Ryan Williamson – 778-240-9706 – williamson420@live.ca

Head of Tech- Devon Peters (as above), Colin Reimer (as above), Devin Coloumbe – 250-252-0024 – vinnchenzo_31@hotmail.com

Tower Official- Ashleigh Lebeau (as above)

2025 Schedule

May 17 – Day Race – Memorial Motor Madness

May 18 – Day Race

June 7 – Night Race – Race to Equality: Indigenous History Tribute

June 8 – Day Race – Bandit Special

July 5 – Night Race – Christmas in July Toy Drive

July 6 – Day Race – Outlaw Special

Aug 2 – Night Race – Driver Appreciation Night

Aug 3 – Night Race - Hobby Stock Special

Aug 23 – Night Race – Family Day

Aug 24 – Day Race – Legend Special

Sept 20 – Night Race – Food Drive

Sept 21 – Day Race - Super Stock Special

Oct 11 – Day Race – Bill John Memorial Invitational

Oct 12 – Day Race – Bill John Memorial Invitational

** Rain Out Weekend: July 19 – Night Race & 20 – Day Race

Night Races – Meeting at 4, Time Ins at 5, Racing at 6

Day Races – Meeting at 10, Time ins at 10:15, Racing at 11

Fee Structure

Spectator Admissions

Adult - \$15

Seniors (55+) & Students - \$10

Children 10 & Under – Free

Back Gate Admissions

Regular Car & Driver - \$30

Special Event Car & Driver - \$50 (includes regular day)

Pit Crew - \$20

Quarter Sprint Drivers - \$10

Club Dues

Memberships:

- Voting Members 12 Years & Up for Pit Entry: \$50 – **12-18 year old members that are not drivers do not receive a vote**
- Non-Voting Floater Membership - \$10 per day
- 5-13 Year Old Quarter Sprint Driver Membership - \$10

Car Registration

- Active Club Members & Volunteers - \$50
- Non-Volunteer or Inactive Members - \$100 (This is to be a judgement call from the executive based off of the prior years volunteer activity, to begin in 2026)

GENERAL CLUB RULES

No unwritten rule shall apply – every car/crew must have knowledge of all written rules

THIS BOOK SHOULD BE STUDIED BY ALL MEMBERS TO AVOID MANY UNNECESSARY MISUNDERSTANDINGS

CODE OF ETHICS

Racing is a good sport made up of good men and women. Racing has no place for the troublemakers, or those who cannot see anything but wrong, believing that every action of the Officials is directed at him or her, or that rules are only made to be broken. Such men and women have no place in the racing sport and should be left at the entrance to the gate of all tracks. Every Club member should act in such a way of what is best for the Club and Sport as a whole, this includes actions on Social Media and out in Public.

Fine & Penalty Structure

The below penalties to actions are a minimum suggested penalty, amounts and actions may increase with multiple offences at the official's discretion. If the fine is not paid, the car associated will not be allowed to race, all fines paid will be added to the invitational Payout Pot.

| Offence | Penalty |
|--|--|
| Acting in the detriment of the track, club, executive or racing in general. | Removal from Track Property |
| Bad mouthing a sponsor, business or person as relating to our track or club - THIS INCLUDES NEGATIVE POSTS ON SOCIAL MEDIA. | \$100 fine, non-members will be removed immediately, and the car associated with this person suspended for the remainder of the day. |
| Causing a scene or disturbance before the public, including using improper language or conduct | An appropriate penalty will be decided by the appropriate Officials, this may include an IMMEDIATE SUSPENSION, and/or a fine. |
| Physically or Verbally Abusing a Track Official, Tower Personnel, or anyone who enters the tower without Permission. | \$100.00 fine and immediate suspension from the days' events. |
| Using intoxicants on the day of the race meet, or using in the pits at any time. | The Track Officials will IMMEDIATELY EXCLUDE violators from the track. Penalties will be an automatic \$100.00 fine and suspension for two (2) race meets |
| Not participating in Track Packing when within 10 minutes of being called upon, unless approval from Pit Official is obtained. | A fine of \$25.00 & 5 point deduction |
| Car is not unloaded 1 hour prior to race day Pit Meeting | No Points for the Day |
| Not Attending the Pit Meeting without prior approval from Track Officials. | a \$25.00 fine |
| Not having pit pass / waiver signature and are in the pits | \$20 |
| Pit Crew not being in Proper attire | \$20 |
| Blocking the view of the back stretch flag person or standing by the Pit Official without permission | \$20.00. |
| Improving qualifying time during a race by One (1) second or more | Will be moved to the rear of the field for remainder of day and will not receive position gained points (at the discretion of Track Officials due to track conditions during time-in). |
| Intentional bumping, nerfing, chopping, or any other serious driving infraction | The Flag Person and Track Official together may suspend any driver for a serious driving infraction, severity of the infraction to dictate action taken. Offending car to restart at the back of |

| | |
|--|---|
| | the line up, bumped car to retain position prior to stoppage of race. |
| Any Car that is not Ready to race in the correct line-up. | They will lose their position or may be removed from the entire program for the remainder of the day. |
| Any car speeding or spinning of wheels in the Speedway pits, SPEED LIMIT IN THE PITS IS 5 M.P.H. | They are subject to a \$50.00 fine or a suspension |
| Going onto the track or across the track during a race without prior permission from track officials. | suspension, and their car will lose all points for the day and /or will be levied a fine, |
| Showing up with last races dirt and mud still on the car, without having prior events damage repaired. | You may not be allowed to race |
| Littering in the Pits | \$25 |
| Blocking movement of safety vehicles, or track equipment | \$50 |
| Permitting the use of a club membership card by anyone other than themselves, | may be suspended from the track and fined. |

THE EXECUTIVE RESERVES THE RIGHT TO REJECT ANY PERSON APPLYING FOR PIT ENTRY, OR TO REFUND PIT FEES, AND TO EJECT ANY PERSON FROM THE PITS!

RULE INFRACTIONS

Penalties for rule infractions will vary according to the severity of the rules broken. If there is a car threatening the quality of racing, the Executive reserves the right to tear down that car. Five (5) Directors must agree that the suspect car should be torn down before the tear down can take place. If the car is found legal the MSCA will reimburse the car for the parts cost of the tear down. If a car is torn down one (1) head and the intake will be removed. Oil pan may also be removed. All tear downs will be performed by the mechanic of the car, the MSCA President, Head of Tech and a Track Official. When a car is torn down, it is up to the crew of the car to prove it is legal. If the crew cannot prove legality, the car will be considered illegal. All tear downs will be done at the car owners' shop, and the hood will be locked and cinched at the track prior to the car leaving. It is recommended having the Tech person there for the re-assembly of the car.

PROTESTS

All protests must be written and handed in to the CLASS REP within 20 minutes of the end of the last race. All parties will be notified within ½ hour. A protest must be initiate by an owner or driver of an opposing car of the SAME class. Must include car number and be signed and dated by the driver or car owner initiating the protest, MUST INCLUDE specific reason for protest.

On being found guilty of running illegal, the offending car will be SUSPENDED for the following race day and loose all points gained to that point.

On being found guilty of running illegal for the second time, the offending car will be SUSPENDED for the next three (3) race days and loose all points gained to that point.

On the third offence, the car will be DISQUALIFIED for one (1) year of racing from the date of the offence and loose all points gained to that point.

If an offense occurs on the last race event of the year, you will lose all points for the season. • Race day = One (1) day event - Race Event = two (2) days

Engine protests will cost the protester \$500.00.

Only the following persons will be involved in a protest: Class Rep, Head of Tech, Pit Official (if pit area incident), car owner/driver (if mechanical), Tower Official (if involves tower), Flag person (if incident on track) President or Vice President.

ANY CHANGES NOT COVERED SPECIFICALLY IN THESE RULES OR THE SAFETY RULES WHICH ARE NOT INTENDED SOLELY FOR IMPROVED SAFETY, WILL NOT BE TOLERATED. IF IN DOUBT, CONTACT THE EXECUTIVE. ALL INTERPRETATIONS OF THE RULES SHALL BE DECIDED AT THE EXECUTIVE LEVEL. ALL COMPLAINTS SHALL BE IN THE FORM OF A LETTER TO THE BOARD OF DIRECTORS.

THE BOARD OF DIRECTORS DECISION IS FINAL

NO CANNABIS DRUGS OR ALCOHOL AT ALL IN THE PITS – NO EXCEPTIONS!

A race day is considered to start at 8am on daytime events or 12:00pm on evening events.

TRACK RULES - ALL CLASSES

- The current membership of some track must be shown when entering the pit gate. All attendees are encouraged to become MSCA members. Persons must be a minimum of 12 years of age to enter the pit area. All persons under the age of 18 must have a Parent or Guardian's written consent ON SITE. All drivers must present a VALID driver's license before entering the pit area, except for approved 14 to 15-year-old drivers.
- Any Changes to this Rulebook are only allowed at the AGM Held on the First Saturday of November. Changes agreed upon at that meeting are subject to executive approval. The Rule book will be updated by the new executive and be made available no Later then December 31
- The Executive is Authorized by the club to spend up to \$1,000 of club funds on a single purchase or project. Approval for this spending must occur during a member meeting, or, under extraordinary circumstances, also may be obtained in writing via email by the majority of club members.
- Any car has one (1) race event to conform to class rules to receive points. SAFETY RULES MUST BE MET BY EVERYONE PRIOR TO RACING. MSCA cars should be registered by the Friday prior to the race event (or at a time convenient for the Registrar) except for the first race day of the season

CAR REMOVAL

- No Vehicles without a visibly displayed Handicapped placard should enter, or leave the Pit area for thirty (30) minutes after completion of the day's events without prior approval from Pit/Track Officials

ENTERING PITS

- All participants must complete a waiver online and sign in at the pit gate including Volunteers and Sponsors.
- Any person entering the pits must have a pit pass visible at all times and must have a signed legal release at the pit gate for the day.
 - The MSCA requires that all those entering the pits have medical coverage and any medical condition or disorders are to be made known to the Executive. Executive reserves the right to request a doctor's consent from any member.
 - Anyone under a doctor's care, on WorkBC Compensation, or drawing sick benefits from any source must make his or her condition known to Track Officials and a decision will be made by Track Officials as to his/her admissibility.
 - All trailers must be accompanied by a walker upon entering and leaving the pits.
 - Tow vehicles and trailers are to be removed from pit area as quickly as possible and parked in designated area.
 - Due to crowding in the pits area, the number of persons allowed on anyone's pit crew may be a maximum of four (4) person plus the driver.
- Any person in the pits must be dressed appropriately. Shoulders must be covered, pants must be full length, shoes must be full coverage. Exception granted to track officials that are allowed short pants that fall past the knee.
 - No person or other non-official in the pit area will be allowed on the track, track exit, or entrance during a race event except with permission of Pit Official.
 - Drivers are to know their positions and are required to keep themselves informed about information posted on the line-up board. All cars must line up in the correct position and be ready to move out of the pits BEFORE the previous race is completed
 - A RACEceiver is recommended for all drivers.
 - A bag of floor dry must be present in each pit to be used in case of oil spill etc. If floor dry is used in an incident on the track by an Official, the club will reimburse for/or replace the floor dry.
 - Rookie status: any new driver that has never driven a racecar ANYWHERE before, who races no more than three (3) race days in one season – rookie tags to be flown all season.

PIT AND TRACK INFORMATION

- Pit Officials oversee all cars, drivers, and crews while in the pit area. Once cars are on the track, they are under the Flag persons direction until re-entering the pit.
- Cars entering the pit must proceed directly to their pit stalls and not stop in the pit driveway, thereby blocking cars in rear from entering pit or clearing track.
- Cars having mechanical trouble or impeding traffic must move to the pit area or infield.
- Tow trucks are for track use only and will not be required to lift cars for tire changes or repairs. This is the responsibility of the pit crew.
- ALL off-road vehicles, motorbikes etc. used on track property must follow the same rules as race vehicle (ie: 5 m.p.h. in pits and surrounding grounds including parking lots and access roads.)
- Changes in drivers must be reported to Pit Officials prior to the race event. All cars are responsible for reporting changes and/or additions to the sponsor list to the Announcer or Pit Official.
- Drivers can only change for the Heat Race in one race days event. The Driver that Times in the Car must also drive for the Dash and Main Event.

Class Structures

- Bandit Junior and Bandit Senior cars are able to be ran in both classes by different drivers.
- The Bandit Junior class will consist of drivers aged 14-16, or older drivers that have less then one year racing experience. Once a JR. Driver wins a championship, they must move to the SR class the following year. Exceptions to these rules can be made by class Rep & involved driver.
- If the Bandit Junior class has less then 4 cars, their main event will be ran with the Bandit Seniors.
- Outlaws and Bandit Senior Main events will be run together if either class has less then 6 cars.
- Super Stocks and Hobby Stock Main event will be run together if either class has less then 6 cars.
- Legend Cars will not be able to run if there is not at least Three (3) cars.
- When no changes occur for (3) three laps a race can be called at any point after halfway through at the Flag person's discretion.

Race Structure

- Every Car will receive a 4 lap Trophy Dash, 15 lap Heat Race, and 30 lap Main event unless extraordinary circumstances arise.
- For Dash races, A dash will be the fastest 4 cars, the remaining cars will be split evenly over 2 other dashes, with a minimum of 3 cars in each. If qualifying is not done, the cars will be split evenly throughout.
- For heat races, if there are 12 or more cars the races will be split equally into A and B Heats with 6 cars in the A Heat and 6 in the B Heat with the greater number being in the A Heat if an odd number.
- Should there be an extraordinary number of cars in one class, the Flag person reserves the right to divide the Main Event into two equal groups, with the greater number being in the A Main if an odd number of cars.

Changes to Running Class

- Any car moving up a class for any reason may not move back down to a lower class in any point during that season.

POINTS (ALL CLASSES)

Points will be awarded to the registered car number as registered with MSCA. Points will remain with the registered number for the duration of the season. NO number swapping during the race day.

| <u>If Qualifying is Done</u> | | | <u>If Qualifying is not Done</u> | | |
|------------------------------|---|----|----------------------------------|-------------|----|
| Qualifying | Number of Cars Multiplied by 2, descending by 2 for each subsequent car | | | | |
| A Dash | First | 4 | All Dashes | First | 4 |
| | Second | 3 | | Second | 3 |
| | Third | 2 | | Third | 2 |
| | Fourth | 1 | | Fourth | 1 |
| A Heat | First | 10 | All Heats | First | 10 |
| | Second | 8 | | Second | 8 |
| | Third | 6 | | Third | 6 |
| | Fourth | 4 | | Fourth | 4 |
| | Fifth | 2 | | Fifth | 2 |
| | Sixth On | 1 | | Sixth On | 1 |
| B Heat | First | 6 | All Mains | First | 30 |
| | Second | 4 | | Second | 25 |
| | Third | 2 | | Third | 20 |
| | Fourth On | 1 | | Fourth | 16 |
| C Heat | First | 4 | | Fifth | 12 |
| | Second | 3 | | Sixth | 10 |
| | Third | 2 | | Seventh | 8 |
| | Fourth On | 1 | | Eight | 6 |
| A Main | First | 30 | | Ninth | 4 |
| | Second | 25 | | Tenth | 2 |
| | Third | 20 | | Eleventh On | 1 |
| | Fourth | 16 | | | |
| | Fifth | 12 | | | |
| | Sixth | 10 | | | |
| | Seventh | 8 | | | |
| | Eight | 6 | | | |
| | Ninth | 4 | | | |
| | Tenth | 2 | | | |
| | Eleventh On | 1 | | | |

Three (3) Positioned gained points will be given for each position improved in the Main Events

RUNNING RULES ALL CLASSES

- All cars must be self-starting and contain all body panels in good condition at the beginning of the race meet. No car will be allowed on the track until the following conditions are met:
 - DESIGNATED FIRST AID ATTENDANT is at the track. The First aid person is the only one that will delegate a call to 911;
 - Tow vehicle and driver are ready;

- Flag person is in charge of track traffic;
- Permission from Pit Official is granted;
- Helmets and eye protection must be worn;
- Cars must have been safety checked and passed, as listed in rule book;

ACCIDENTS

- Only one (1) designated person from the crew of a car involved in an accident is allowed on the track surface once a race has been stopped due to an accident. The designated person MUST wait until all traffic is stopped and safety equipment is on scene before proceeding to the car.
 - Cars requiring a tow to be removed from the track must have the driver or designated person from the pit crew with the car to assist the operator and direct him to the pit stall.
 - Any car involved in an accident must be checked by the Tech team before it is allowed to run in any following races.
 - If you are involved in an accident, drop your window net, and try to wave your hand to let Officials know you are ok.
 - No car repairs are to be done on the track. Anyone doing repairs on the track when a race is stopped will lose a lap.
 - Windshields will not be cleaned on the track; races will not be stopped.

RESTARTS

- Any car spinning out on the first lap will result in a complete restart. Only one (1) complete restart per race. Second and subsequent restarts will be single file.
 - In the event of a stoppage during a race, cars will line up single file on the front stretch according to the last completed lap shown on the lap sheets. The Exception being the first yellow flag of the race, cars will be lined up Double File. Cars responsible for a yellow flag, accident, car debris or spin will start at the rear. If no cause can be determined then all cars are given back their position
 - No yellow flag lap will be considered as a counting lap.
 - Any car causing two (2) yellow flags may be disqualified from that race.
 - Any car entering the pit on a red or yellow flag will start at the rear of the field.
 - Any car jumping the flag may be black flagged or moved to the rear of the field, at Flag persons discretion.
- FLAG PERSONS DECISION IS FINAL!

TIMED LAPS

- Cars will be given two (2) timed laps. If a car spins out, stops, or pulls into the pits during their timed lap, they may return for one (1) more timed lap only.
 - A cars timed position will determine that car's starting position for the day. Fast time to rear of lineup.
 - Cars not timed in will start at the rear of the field and receive no position gained points in the Main. Cars will be allowed to run in the Heat and Main event only, receiving finishing points.
 - After each Main event, the top three (3) cars MAY be teched. Items to be looked at will be determined prior to the main event. Performance enhancing parts will be looked for.

ON BOARD ELECTRONICS

Radio Communication

- Radio communication within the car is strictly prohibited, an exception of this is a one way 'raceceiver' (or alike) that is only able to receive broadcast from the tower.

Transponder

- Mylaps transponders are required. They must be mounted a minimum of 8ft back from the front of the car, approximately 12" off the track surface, with the red portion pointing towards the track. Must have an unobstructed view of the track.

- Transponders are the driver's responsibility to ensure they are working. If you have moved locations or are new, we suggest talking to the pit boss/tower to see if you can get a test lap to ensure it is working. If your transponder is not working you may lose your position.

SAFETY RULES ALL CLASSES

ALL safety rules are MANDATORY and must be met by all competing cars. The Executive may at any time implement any further rules as deemed necessary for safety. All safety equipment must be approved by Tech.

ANTIFREEZE

- Use of antifreeze is NOT allowed.

BATTERIES

- Batteries must be within roll cage, secured, and covered with rubber, plastic or steel boxes, in-lined with absorbent foam rubber. For exception, see Bandit rules.

CAR NUMBERS

- All cars must have their number displayed on the roof and doors, and must be a minimum of 16" in height. Numbers must be pre-registered annually. If a number is not registered, it will be held for one (1) year only, and will be available after that time. Previously registered numbers has preference. If you would like to keep your number after a non-active year, the fee will be \$5.00 per year, payable before 1st race day of the year. Track Officials may change the numbers of visiting cars to avoid duplication or lap counting errors.

Each car must display a 4" number on the front and rear corners of the car.

DRIVE SHAFTS

A drive shaft sling made of steel strap 1/8 x 2" or equivalent must be installed behind the transmission within the front 1/3 of the drive shaft. A 5/16 chain is permitted. Must be painted white.

EXHAUST/MUFFLERS

Exhaust must extend to behind the driver's seat and exit out the side or rear of the car.

Mufflers are Mandatory in all classes. Must be properly installed and no loose pipes.

All cars must be 96 or less decimals at 100 feet.

FIRE EXTINGUISHERS

Dry chemical fire extinguishers must be 2 ½ lbs minimum. Must be in the pit, clearly marked with car number, presented at Tech.

Anyone using a fire extinguisher must report with used extinguisher to Equipment Manager and or Pit Official so used extinguisher may be suitably marked and set aside.

HELMETS

Any regulation racing helmet, snug fitting and SNELL 2010 or newer. Cromwell style helmets are not permitted. Bubble shields on helmets must have safety snaps. Eye protection must be worn even when windshields are used. Tech has the authority to deem a helmet unsafe.

IGNITION SWITCH

Ignition switch must be removed and a pull on, push off type switch is to be installed within reach of the driver. Exceptions granted for newer style cars that require the use of a Chip Key
All cars must have a master shut off clearly labeled & easily identifiable within reach of the outside of the car.
The locking steering device must be removed.

MIRRORS

A single 4" round mirror may be mounted inside the drivers door at door level.

NECK BRACES

Unaltered SFI 3.3 Neck Collar or Better must be worn on the track at all times. MSCA strongly recommends the use of neck restraint device for all drivers, especially those under 18 years of age, or competing in higher level classes.

OIL LINES

Must be copper or steel only. No plastic allowed.

RUB RAILS

Must be above center of hub and below top of rim, on left side. Ends must be turned in.

Must be angled from front spindle to top of back rim on right side.

If tires exceed the body more than 1", rub rails must be installed in front and behind rear tires. (See diagram at rear of rule book)

SEAT

Approved aluminum or composite racing seats are mandatory for all classes (no plastic seats).

Super Stock and Late Model classes must have rib support at minimum, full containment recommended.

SEAT BELTS

All cars must have racing approved 5-point harness in good condition. Safety belts must be regulation type seat belt webbing, minimum 3", or aircraft type harness. NO HOME BUILT or poor condition belts allowed. They must be properly installed, fastened to the roll bars. Positively no drilling through the harness to use rivets and plates.

Seat belt mounting maximum 4" below shoulder level. See diagram at back of rule book.

Recommended that all drivers under the weight of 150 lbs wear a chest strap consisting of seat belt webbing attached side to side across the vertical shoulder straps at a point below the shoulders.

TOW CHAIN

All vehicles must be equipped with a visible, properly mounted tow chain for ease of tow truck access – Super Stock Excluded

SUITS

- All drivers must wear fire retardant, long sleeve coveralls or better. A driving suit is recommended. These must always remain free of flammable substances.

FIRE RETARDANT FORMULA

9 oz Borax 4 oz Boric Acid 1 gallon warm water

Dissolve thoroughly, dip coveralls, and hang dry. Repeat after each wash.

WINDOW NETS

- A window net is mandatory on the drivers' side window and must be permanently fastened on the bottom. It must be constructed of 1" nylon web on 3" centers and be mounted in a way to keep it tight. No amount of pressure on the Window net should allow it to come into contact with the driver. . Excessive openings can be covered with plexi glass or lexan for protection from flying objects.

Super Stock Rules

Any North American built car or pickup V8 Stock car with a min 105 w.b.. Jig Frames Allowed. No foreign cars, station wagons, or convertibles. There will be no age limit on vehicles. Vehicles to remain full bodied. All combustibles, glass and loose chrome to be removed. Wheel openings may be radiused. Uni-body cars must have stock floorboards from firewall to center of rear hump. Uni-body cars may join frame rails. Any body may be run on any full frame chassis. Non Stock Appearing Bodies Allowed Trailing arms may be any length, lengthened or shortened. Frames to be a minimum of 4" from the ground.

EVERYTHING MUST REMAIN STOCK EXCEPT THE FOLLOWING:

BODIES

- Inner wheel wells may be removed. Interior must be gutted.
- Tunneling allowed on passenger side from center of hump to rocker panel.
- 6" spoiler allowed.
- Windshields may be left in. must have safety clips or straps. May replace with windshield safety glass (laminated safety glass) or Tech approved screen. Must fully protect driver.
- Missing panels must be replaced or repaired by next race meet.
- After market bodies allowed – non stock appearing bodies allowed
- Stock steering column may be removed. Minimum 2" collapsible steering column installed.
- Body may be tunneled to install mufflers.
- After market brake system allowed.

ELECTRICAL SYSTEM – See all Class Rules

ENGINES

- Engines not to exceed 350, Chevrolet, 351, Ford, 360, Chrysler/AMC, plus .060 overbore.
- All casting numbers must be on block, head, and crank.
- After market cam allowed. Roller cam or Roller rockers allowed.
- Fluid dampers optional.
- No aluminum Blocks.
- Aluminum Heads are allowed.
- Aluminum intakes allowed. Maximum 5" height spacer included (from top of valve cover rail to deck)
- Gear drives or belts allowed.
- After market, coils and module allowed.
- After market oil pans allowed.
- Headers allowed. 180 degree headers are allowed
- Single disc clutch only.
- Porting or polishing is allowed. Port matching within 1" of flanges allowed.
- Allowed to run a MSD type ignition, 6A 1 or equivalent, only one.
- #1 spark plug may be set back a maximum of 1" from the center of upper ball joint.
- Stock Oil cooler allowed.
- Must have one gallon catch can.
- No dry sumps allowed.
- Racing gas allowed.
- No dome pistons, (flattop only, two-valve relief acceptable).
- Transmission cooler lines must be shielded from driver. Stock fan may be removed and replaced with electric fan.
- After market air cleaners allowed. No stub stacking.
- Cowl induction allowed.
- Crank case ventilation system allowed.
- Exhaust system must be extended to a point behind the driver or out from underneath the car. Cannot be turned down onto the track surface.
- 602/604 Crate Engines allowed. Seals not applicable.

FUEL SYSTEM

- One 4412 -1-2-3-4-5-6-7 and so on. MAX 4BBL 750 cfm, max 1" adapter plate between carb and manifold. Choke plates only can be removed or wired open
- Stock gas tank must be removed.
- Fuel tank may be aluminum or a racing fuel cell. Must have screw type cap, and vent hosepipe on the left side of tank. Vent hose must have 360-degree loop. Filler neck must not extend outside body lines. Must be passed by Tech.
- Tank must be fitted in trunk 18" in front of rear body between frame rails. Must be securely strapped down. A rear crash bar is MANDATORY, if unable to meet 18" rule.
- A shield (minimum 20-gauge steel) must be fitted between driver and fuel cell.
- No plastic or glass fuel filters or bowls. No electric fuel pumps.
- When replacing the throttle cable, only use factory OEM replacement cables. Any car that had the firewall altered or the engine moved must use a solid mechanical linkage with a safety toe peg.
- Electric Fuel Pumps allowed with use of Inertia Switch

REAR ENDS

- Quick Change Rear end allowed.
- No bird cages

ROLL CAGE

- ****Roll cage will be inspected and approved by tech****
- Bars must be securely welded to frame.
- MINIMUM 1½"(.095) i.d. schedule 40 .125 wall or equivalent strength seamless pipe.
- All bars within reach of the driver must be padded with minimum ½" thick foam.
- Front hoop not to extend past frame rails or grill of car and must remain behind front bumper. Triangulation allowed. Not to be used as "bumper" or to reinforce the bumper.
- Six point roll cage MANDATORY. Four bars minimum on left side must extend into door. Three bars minimum on passenger side of drivers compartment.
- Spacer bars MANDATORY ON DRIVERS SIDE. 1/8" plate – 4 gussets MANDATORY in top of cage.
- "Kit" cages allowed
- Rub Rails must be above center of hub and below the top of the rim on left side. Ends must be turned in. Right side must be angled from front spindle to top of back rim. (see picture in back of rule book) Tires must not extend more than 1" past the body or rub rails must be added in front and behind rear tires. Tires cannot be more than 1" past rub rails.

SEATS AND SEAT BELTS - SEE SAFETY RULES ALL CLASSES

SUSPENSION

- Ballast must be behind front spindles, ahead of rear axle, no lower than frame.
- Weight jacking allowed. Minimum 2900 pounds with driver.
- Overload shocks are allowed. Pick-up points may be altered for shocks only. Racing shocks and/or coil overs allowed.
- Springs may be altered. Front and rear sway bar mounting may be altered.
- After market hubs allowed.
- Steel hub allowed.
- Pan hard bars are allowed and may be adjustable.
- Torque arms may be added.
- Rear sliders for leaf springs allowed.
- After market upper A-arms allowed, Upper A-arm and mounts may be altered.
- Adjustable proportioning valves allowed.
- 3 Link Suspension allowed

- Rack and pinion steering allowed, and steering quickeners allowed.

TIRE AND WHEELS

- Maximum 10" wheels. No winter treads (no snow flake). Siping and grooving allowed. Racing tires allowed.
- After market steel wheels on all (4) four corners. NO ALUMINUM WHEELS.
- Minimum ½" wheel stud. Larger stud than minimum requirement is allowed. Length may be increased.
- Wide 5 wheels are allowed

TRANSMISSIONS

- Alternative Transmissions Allowed, must start & stop under it's own power – must have Clutch.
- Automatics must have functional torque converter or clutch.
- Oil coolers for transmissions allowed.
- Drive shaft sling within 1/3 back from yoke and not more than 2" from bottom of the drive shaft. All drive shafts must be painted white.
- Standards must be covered with scatter shields. Bell housing and scatter shields not attached to engine must be attached to cage.
- mini-disc clutches & aluminum flywheels allowed

Hobby Stock Rules

Any Canadian or American built car or pickup (min 101.5" wheelbase). No station wagons or convertibles. "T" roofs have to pass Tech and Safety inspections – "T" panels to be reinforced with 20-gauge steel. All combustibles, glass, loose chrome are to be removed.

EVERYTHING MUST REMAIN STOCK EXCEPT THE FOLLOWING:

BODIES

- Removal of front inner fender wells allowed. Only plastic wells must be removed.
- Holes may be cut in hood to accommodate larger air cleaners but must be sealed at the front and side (No Ram Air induction allowed)
- Radius of wheel wells allowed.
- Stock latching of hood must be removed and replaced with minimum of 4 hood pins each. Must be securely fastened on all 4 corners. Large steel washers around pinholes are needed.
- Inside braces on hood and trunk may be cut.
- Windshield may be left in but must be securely fastened with safety clips or straps or chrome molding only on front or may be replaced with windshield safety glass (laminated, tempered, safety glass) or Tech approved screen. Must fully protect the driver.
- Aftermarket body & skins allowed - firewall and floor may be clearanced for exhaust, minimum 50% original factory firewall must be retained. Subject to 3000 lb weight rule below Minimum 2" collapsible steering column may be installed.
- Rubber body mounts must remain stock.
- Uni-bodies can join frame rails.
- Reinforcing of rear bumper only, allowed. Front bumpers modification to attach plastic noses (custom frame to attach plastic noses)- allowed.
- Tunneling for mufflers allowed. Cutting of floorboards and installation of metal boxes allowed for muffler clearance. No cutting or removals of body cross members.
- If the floor crossmember removed or modified, car must meet 3000lb with driver. No tunneling allowed. Only cars built and raced prior to September 2023 will be grandfathered.
- All Doors to be Welded or Bolted Shut (ONLY EXCEPTION: In case of accessibility requirement, driver/pit crew must prove to safety tech that modifications are safe for driver of the vehicle, and other vehicles on the track)

ELECTRICAL SYSTEM – See all Class running rules

ENGINE – Traditional Engine

- 602 CRATE ENGINE ALLOWED
- Vortec heads are allowed. No aluminum heads.
- No aluminum blocks or fly wheels. Aluminum intake and headers ALLOWED. Single plane intakes ALLOWED. Exhaust system must extend to a point behind the driver, or out from underneath the car and not to be turned down. Stock.
- Maximum 1" adapter plates. Maximum .500 cfm/2 Barrel carb NO Racing Carbs. After market air cleaners allowed.
- No high-performance parts, only stock. 4 valve relief pistons with flat tops and solid flat tappet allowed. No domed pistons. Maximum 1" spacer between intake and carb.
- Double bump heads allowed.
- Engines not to exceed 350 Chevy, 351 Ford, 360 Chrysler/AMC, plus .060 overbore.
- Chokes removed or wired.
- Electric fan optional. Stock fan must be in place.
- One (1) Gallon over-flow must have catch can.
- After market valve cover allowed. Chrome parts allowed. \All casting numbers must be on block, head, and crank. (All classes.)

- Generation II engines are allowed to use Factory TBI intake modified to accommodate 2-barrel Carb by using an Adaptor plate between Carb & Intake. Can also use older cast iron manifold modified to fit gen II heads. Center bolts can be hogged out, after market washers & bushings allowed. Part # available from tech & exec.

- Parts that are OEM stamped may be used as replacement parts.
- 17% Gear Reduction Pulley Kit is allowed.
- Roller tip rockers ONLY allowed.

ENGINE – Modern Engine Only

Goal: To bring the Hoby Stock Class to the 21st Century

- Any Canadian or American Market Production engine. Maximum 350ci Chev/GM, 351CI Ford, or 360CI Dodge/Chrysler + .060" overbore

- Must use one 500 CFM 2bbl unmodified carburetor
- Any aluminum intake, maximum 1" carb spacer/adaptor
- Headers allowed
- 12HG vacuum rule – engine warm to operating temperature * Applies to ALL modern engines, IE. Ford Modular,

Dodge Hemi, GM LS Engines

- Maximum 2007 Model year on all engines
- All Major components must have OE Casting numbers
- Motors must remain stock, using stock parts for model year.
- MSD Ignition allowed

** This is a trial Modern Rules Package for the 2025 Season, the executive & Tech reserve the right to make changes at any time **

FUEL SYSTEM

- Stock tank must be removed.
- Pump gas only, no alternative fuels.
- 202 Valves only
- Tank may be aluminum, racing fuel cell or outboard motor tank. Must have screw type cap, and vent hosepipe on the left side of tank. Vent hose must have 360-degree loop. Filler neck must not extend outside body lines. Must be passed by Tech. Tank not to exceed 16-gallon maximum.
- Tank must be mounted at least 18" in front of rear of body, in trunk. Must be securely fastened (to be passed by Tech). A rear crash bar is MANDATORY if unable to meet 18" rule.
- A shield (20-gauge minimum) must be securely fitted in between tank and driver.
- Electric Fuel Pump Allowed. Must have Hobbs (inertia) switch.

TRANSMISSION

- Any stock transmission Corp to Corp
- Scatter shields must be installed (Steel bell housings acceptable) on all transmissions. Bell housings and scatter shields not attached to the engine must be attached to cage.
- Cooler lines must be shielded from driver.

REAR ENDS

- Locked or welded rear ends allowed. Corp to Corp. Ratio may be changed. Must have non-adjustable rubber bushings.
- 9" Ford differential allowed.

ROLL CAGE

- MINIMUM 4-point roll cage (see diagram). No galvanized pipe. Bars must be securely welded to frame. 1 1/2" (.095) schedule 40, .125 or equivalent strength seamless pipe.
- Seats to be lowered so the drivers' helmet is below top of cage.
- Minimum 4 bars in driver's door. Panel to be removed.
- Spacer bars MANDATORY on drivers' door.

- Minimum 3 bars in passenger's side.
- Two bars allowed to protect radiator, not to extend past grill, must remain behind front bumper. Front bars to have rounded corners.
- All bars around driver must be padded. Minimum ½" thick foam.
- 1/8" plate on all butt welds on main cage. MANDATORY four (4) gussets in top main cage.
- Rub rails allowed. Must be flush with body of car, straight on left side of car, from middle of front rim to the middle of the back rim. Angled on right side of car, going from spindle of front tire to top of the rim of the back tire. Ends must be turned in 1 ½" i.d. schedule 40.
- Kit cages are allowed.

SUSPENSION

- Reinforcing of suspension mounting points allowed, must remain in stock location
- No shocks that can be used as weight jacking devices. Stock appearing shocks only (i.e. 50/50 shocks).
- No alteration of front or rear sway bars or shock mounts (i.e. position or pre-load). OEM replacement is acceptable.
- After market suspension bushings allowed.
- after market A arms allowed
- Aftermarket rear trailing arms allowed but must conform to stock configuration (length).
- Non-Adjustable Rear Track Bar Allowed
- Rated springs and mounts for coils to create clearance.
- Sliders and/or shackles to be allowed.

TIRES AND WHEELS

- Up to 60 series tires of summer or M&S design. No winter /snowflake marked tires. Siping is allowed.
- Racing tires are allowed, 60 series max or equivalent.
- Maximum 8" rims. After market rims optional. No lightweight racing rims. No aluminum rims. 14" or 15" tires.
- Stock right front rim must be reinforced. M S C A recommends right rear be reinforced if it is stock.
- Optional oversized tie-rod ends and drag link. Oversized wheel nuts and studs MANDATORY for Right front wheel only.
- Gas charged bumper shocks must be disabled.

TRANSMISSIONS

- Any stock transmission Corp to Corp
- Scatter shields must be installed (Steel bell housings acceptable) on all transmissions.
- Bell housings and scatter shields not attached to the engine must be attached to cage.
- Cooler lines must be shielded from driver.

Outlaws Rules

Body & Vehicle

- All makes/models' car or truck. Front and rear wheel drive with 4-cylinder engines. No all-wheel drives.
- All doors must be bolted, riveted, or welded shut. (ONLY EXCEPTION: In case of accessibility requirement, driver/pit crew must prove to safety tech that modifications are safe for driver of the vehicle, and other vehicles on the track)
- Driver's window may be enlarged for driver entry, but must be kept to a minimum and cannot go lower than the uppermost cage door bar
- All glass, trim, lights (including lenses), emblems, etc. must be removed from the car, windshield is allowed but optional. A minimum of 3-4 evenly spaced bars (3/8" minimum steel) must be welded vertically across windshield opening in front of the driver, unless using optional windshield. A screen may be fastened over the bars if desired. Screens must be painted flat black.
- Two hood pins must be used to secure front hood and rear trunk (2 each) if stock hinges are used. Otherwise, they must be secured with four hood pins each.
- Fuel Cells are Highly Recommended. If running a stock Fuel Tank, Tank must be in front of rear axle (on solid rear axle cars/truck) or in front of rear control arm mounting location (on Independent Rear Susp. cars/trucks). Stock fuel tanks Must have min. 22-gauge skid plate mounted between tank and racing surface.
- Rear firewall must be constructed of 22-gauge sheet metal and all holes must be sealed to seal drivers compartment from fuel compartment.
- Aftermarket aluminium seat only. Mounted to the roll cage only. CAN NOT be mounted to floor.
- Making the vehicle lighter is an option but firewalls (front and back) must be complete and intact. Firewall must be left in factory location. (Stock firewall, 22-gauge rear firewall) and must have stock floorboards from front fire wall to Rear Firewall and from Rocker panel to Rocker panel. Rocker Panels must be left in stock location. If rocker panels have rust, patching of rust is allowed. Sub Frame connectors allowed.
- Removable steering wheel recommended.

Weight rule

- All cars must be 1lb/cc.
- Engine size and weight must be displayed on right front fender beside car number, decal or painted. (1.5l fuel injected, must read, 1500 cc/ 1950lbs or 1.5l carburetor , must read, 1500cc/1500lbs)
- 50lbs weight break for any driver using either a Head and Neck Device (with at least 1 head support mounted on driver's seat) or using a full containment seat (Max of 50 lbs). Must be tech'd before the start of the first race of the day to be eligible.
- All cars must have front and rear bumpers and must be mounted by stock method (or reasonable alternative) and have safety chains or cables from bumper to frame to prevent loss during competition.
- Aftermarket bodies allowed. Bodies must be stock appearing. No wedge/late model style bodies allowed. Mixing of manufacturers allowed (Honda body on Toyota chassis etc)

Brakes

- No converting drum brakes to disc brake unless stock option on vehicle. Stock brake parts only!! No brake bias adjusters
- All 4 brakes must work on car at the start of the race day.
- Aftermarket Brake Pedal Assemblies allowed.

Engine and drive train

- Carburetor and Fuel injected engines allowed.
- No Turbos or Superchargers. No Rotary engines permitted.
- Front or rear wheel drive only. No all-wheel drive permitted. Manual or automatic transmissions permitted.
- Maximum wheelbase is 107".

• YOU MUST MAINTAIN A STOCK STROKE +/- .010". Any four cylinder engine in stock location allowed. No aftermarket or racing blocks. No dry sump. Only flat top pistons allowed. No titanium wrist pins allowed. Any steel rod allowed. Stock OEM production crank shaft only. No Machining of Crank other than for clean-up. Any distributor with any ignition box or stock ignition allowed. All engines must use an in-block wet sump oil system. No vacuum pumps allowed.

• Factory Production heads only - No aftermarket heads allowed. All heads must be stamped with factory casting numbers. Gasket matching is allowed, porting and polishing is allowed. Only Factory aluminium heads allowed, if engine did not come with a factory aluminium head option, then you cannot use an aluminium head, a factory steel head is then required.

- Aftermarket cams allowed.

- Headers are allowed. Mufflers are optional and exhaust should exit away from driver. Max 100dbs @ 100 feet Catalytic converters must be removed.

- One 2 barrel carb max, Unless Factory stock option of more than 1 carb. No 4-barrel carbs allowed. Adaptors and/or spacing plates allowed.

- Aftermarket Ignition coils allowed.

- Solid engine mounts allowed.

- Electric fuel pumps are allowed, but must be wired into a oil pressure, inertia switch or mercury switch system, to prevent them from running when engine has lost oil pressure or during a rollover situation. Consult class Rep.

- Gear ratios may be changed, and carrier may be welded.

- Any F.I. engine over 2200cc or 2500cc carb'd engine is allowed but must weights min 2800 lbs.

- Racing oil pans allowed.

- Drive shafts/Drive axles must be painted white w/ car number on shaft.

- Any 4cyl engines allowed within family line. (Ford to Ford, Honda to Honda, etc)- North American Production ONLY , No Overseas or Branded Motors (Cosworth , Spoon, Nismo , etc)

- No Antifreeze in cooling system. Water only

- Pump Gas only. No Racing Fuel allowed. Any fuel containing any type of alcohol will not be allowed, No nitro, methanol, E85, or exotic fuels

- Factory Computers (ECM) only. Programmers / Chips allowed.

- Engine must be in factory location. No set back or off set Engine locations

- Transmission/drive train must be same make as chassis (Honda to Honda, Chevy to Chevy ,etc). Any Driveshaft/Drive axles allowed.

Roll Cage

- Minimum of 1 1/2" OD pipe with min of .095" wall. Recommend 1 3/4" pipe.

- Must be attached in a minimum of 6 points (Main cage mounted in 4 points with 2 rear down bars mounted in trunk area)

- All roll cages will have a minimum of 3 bars on the driver's side and 2 on the passenger side (Door Bars).

- Drivers' door bars must be as close to the door as possible. Top driver's door bar will be no lower than 3in's from the bottom of the original windowsill (Opening). The bottom bar can be no higher than 3 inches from the rocker panel. All cages must protect driver 360 deg. No "half" cages allowed. Must run centre halo bar to protect drivers from roll over impact. Front and rear hoops are strongly recommended.

- Roll cage cannot exceed past factory stock body.

- Roll Cage construction will be teched at the beginning of each season. Any unfinished or unsafe welds on roll cages will cause said car to be parked till repairs are made.

- Tubed style bumpers must be covered and not exposed in any way. Every style of bumper must be tied in to the body somehow as to not get caught on an edge of another car while racing. (see picture at bottom for min. specs on cage)

Suspension

- Adjustments for camber is allowed.

- Sway bars must be OEM or OEM option for that make and model of vehicle.

- Racing shocks or struts are allowed. Maximum of 1 shock or strut per wheel.
- Adjustable coil over shocks or struts allowed. Coil over shocks or struts must have been a stock option from factory to be used. Weight Jacks allowed. Leaf Spring sliders allowed.
- Swapping of any suspension parts within a family line is allowed (ie. mustang to mustang, civic to civic etc). Must be factory type Suspension (no converting coil to leaf etc)
- Front lower, Rear Control arms and Trailing arms must be Factory stock and unmodified and in stock location.

Wheels and Tires

- 13in-15in wheels allowed, aluminum wheels allowed.
- 1in wheel nuts mandatory when Aftermarket racing rims are being used. If stock wheels are used stock wheel nuts allowed.
- Street or dirt type racing tires allowed
- Offsetting of rims allowed. Minimum of 2in offset, Max of a 3" offset.
- No Studs in tires.
- Max of 8in wheel width.
- 10" Tread Width Max.

Bandit Rules

Battery/Starter

- One 12 volt battery only. Must be securely mounted with positive terminal covered.
- Battery must be in Marine type case if mounted in driver compartment.
- If Battery is Located behind the engine in the engine bay it may remain in stock position, if not it must be relocated
- OEM starter only, must be in OEM location.
- Car must leave initial staging area on demand, unaided, or go to rear of that race.

Body & Chassis

- Any front or rear wheel drive, compact car with three or four cylinder engine.
- All cars must remain strictly OEM. Must be OEM-appearing body. No convertibles or two seat sport cars allowed.
- OEM steel unaltered floor pan only.
- Inner fenders may not be removed.
- Hood and trunk lid/hatch must be securely fastened All doors must be securely welded or bolted. (ONLY EXCEPTION: In case of accessibility requirement, driver/pit crew must prove to safety tech that modifications are safe for driver of the vehicle, and other vehicles on the track)
- All glass, exterior lights, chrome/plastic trim and hood insulation must be removed. Windshield may remain, optional.
- Dash may be removed but can remain.
- Maximum seven-inch front and rear sun visors allowed; opera window may be closed.
- Skirting allowed, must maintain OEM appearance.

Brakes

- Must be steel, unaltered, OEM operative, four-wheel disc or drum brakes, and match year, make and model of car used.
- OEM master cylinder only, in OEM location. No brake shut off or bias adjuster. Steel brake lines only.

Bumpers & Rub Rails

- Bumpers must be approved OEM in OEM location, welded, chained or cabled to frame.
- Front and rear tow hooks mandatory. OEM bumper covers should remain.
- May have one horizontal bar - maximum 1.75 inch OD – tying front frame horns together ahead of radiator. Maximum one inch wide by two-inch-tall steel or Lexan rub rails allowed – bolted flush to body.
- No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body other than rub rails.

Door Bars

- Minimum three horizontal door bars on driver side and two horizontal door bars on passenger side. Both sides must have vertical bracing from top to bottom door bars.
- All tubing must be minimum 1.75 inch O.D. with 0.095 inch wall thickness.
- Recommended: Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

Driver Compartment

- Aluminium high- back racing seat required. Must be securely mounted to roll cage using 0.375 inch bolts.
- Driver must be sealed off from track, engine, transmission, and fuel cell/tank.
- All glass, trim, lights (including lenses), emblems, etc. must be removed from the car, windshield is allowed but optional. A minimum of 3-4 evenly spaced bars (3/8" minimum steel) must be welded vertically across windshield opening in front of the driver, unless using optional windshield. A screen may be fastened over the bars if desired. Screens must be painted flat black.

- No gutting allowed except for roll/door bar clearance, trunk lid and hood.
- All flammable material, radio and air bags must be removed. Front and rear firewalls must remain and have no holes.

Engine

- 3 or 4 cylinder in-line only, Recommended: double overhead cam
- All engine components must be unaltered OEM for year, make and model of car used, Must use OEM crank, rods, valve sizes, stroke, etc.
- No aftermarket racing heads, No high performance or sport car engines of any kind. No turbo charged, super charged or rotary engines.
- Max 295 combined hp and Torque .(hp and Torque rating based on factory spec)

Engine Compartment

- Engine and radiator must be OEM, in OEM location for year, make and model of car used, • May use solid engine mounts or safety chains. No accumulators/accusumps.
- Fire wall extension between hood and firewall.

Exhaust

- Exhaust manifold must be unaltered, OEM for year, make and model of car used.
- Smog pump, catalytic converter and air conditioning compressor may be removed.
- Exhaust must turn toward ground. No exhaust in driver compartment.

Fuel System

- Must have complete, unaltered, OEM fuel system for year, make and model of car used.
- Gasoline only, maximum 93 octane. No E85. No performance additives,
- Stock Gas tank ahead of rear axle allowed. Gas tank shield recommended. If Stock Gas tank is behind rear axle must be replaced with maximum eight-gallon fuel cell and relocated to trunk area.
- Must mount with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick, Metal firewall or cell cover must be between driver and cell.
- Fuel cell vent, including cap vent, must have check valve. If racing fuel cell does not have aircraft style positive seal filler neck/cap system-a flapper, spring or ball type filler rollover valve is required.
- External electric fuel pump wired to the ignition switch allowed with aftermarket fuel cell. No cool cans.
- No fuel lines through driver compartment. Aftermarket fresh air pipe and air filter allowed.

Gauges & Electronics

- 12 volt ignition system only. No ignition boxes. No performance chips.
- All ignition components must be unaltered, OEM and match year, make and model of car used.
- Aftermarket analogue tach, oil pressure and water temp gauges only.
- Vehicle computer (ECU) should be mounted in accessible location for inspection.

Roll Cage – See Figure 1

- Six-point, full perimeter roll cage required, Must use minimum 1.5 inch O.D. with 0.095 inch wall thickness tubing.
- Rear hoop must have “X” bracing configuration. Rear kickers required.
- Recommended: front brace bar from main halo to front cowl. Forward brace bar allowed from main cage to front strut tower.
- Must have 1.25 inch minimum O.D. cross bar in top halo. Cage must be electric welded and attached using adequate plating (Recommended: minimum 0.25 inch).
- No iron, galvanised pipe or fittings, square tubing, brazing or soldering allowed. Mild steel or cage tubing only.

Springs/Shocks/Struts

- All shocks and struts must remain OEM, in OEM location. OEM springs may not be modified.
- Suspension & Steering

- All components and mounts must be unaltered, OEM and match year, make/model of car used.
- Brace bar allowed between strut towers in front and rear. No other bracing allowed on front end.
- No weight jacks, modifications, racing components, aftermarket or homemade traction devices allowed.
- Rear wheels must track straight ahead and be in alignment with front wheels. No more than 5 degrees camber on any wheel.

Tires & Wheels

- OEM DOT 13, 14, 15 or 16 inch diameter unaltered passenger tires only. No racing, mud tires.
- No re-caps, softening, conditioning, grinding, sanding, siping or grooving allowed.
- OEM steel, aluminium or racing wheels, with standard bead bump and maximum seven inch width.
- Reinforcing of wheels recommended.
- Front wheels must be the same size and offset as rear wheels. Tires must be inside of body.
- NO wheel spacers or bleeder valves. One inch O.D. steel lug nuts on steel racing wheels recommended.
- Stock size wheel nuts allowed to be used with OEM steel or aluminium wheels

Transmission

- Must use OEM, unaltered transmission that came in year, make and model of car used.
- All forward and reverse gears must be operational. Flywheel, flex plate, clutch assembly and torque converter must be unaltered, OEM for year, make and model of car used.
- No mini clutches or couplers.
- Must have inspection hole in bell housing (accessible from top).
- No transmission coolers in driver compartment, No torque dividing final drive. No locked differentials.

Weight

- No ballast (extra weight) of any kind allowed. Any item deemed as ballast will be required to be removed.

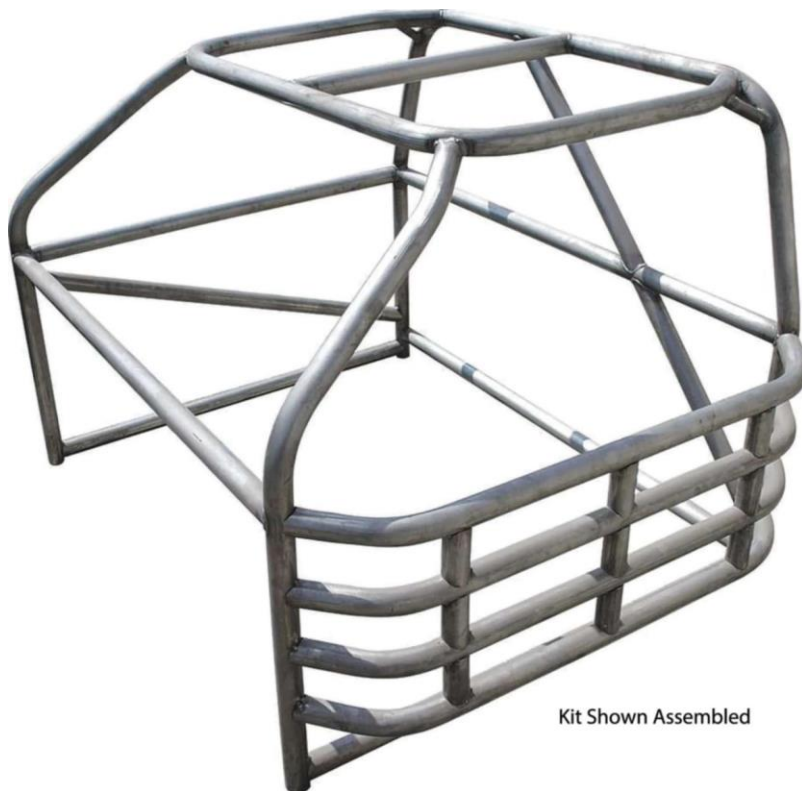


Figure 1: Bandit & Outlaw Minimum Roll Cage