

MERRITT STOCK CAR ASSOCIATION



2026 RULE BOOK

President: Amy Douthwright – (250) 315-9873

Vice President: Devon Peters – (604) 300-5339

Tech Questions – tech@merrittspeedway.org

Section A – Administration & Contacts

Track Officials (2026)

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

Vice President- Devon Peters – 604-300-5339 – tech@merrittspeedway.org

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

Secretary- Meghan Reimer – 250-378-6280 – info@merrittspeedway.org

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

Hobby Stock Rep- Colin Reimer -250-315-9855 – creimer89@hotmail.com

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

2026 Race Schedule

May 16 – Afternoon Race – Memorial Motor Madness

May 17 – Day Race – Memorial Motor Madness

June 6 – Night Race – Race to Equality: Indigenous History Tribute

June 7 – Day Race

July 4 – Night Race – Christmas in July Toy Drive

July 5 – Day Race – Bandit/Outlaw Special

Aug 1 – Night Race – Driver Appreciation Night

Aug 2 – Night Race - Hobby Stock Special

Aug 22 – Night Race – Family Day

Aug 23 – Day Race – Super Stock Special

Sept 19 – Night Race – Food Drive

Sept 20 – Day Race

Oct 10 – Afternoon Race – Bill John Memorial Invitational

Oct 11 – Day Race – Bill John Memorial Invitational

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

Day Races – Meeting at 11, Time ins at 11:15, Racing at 12

Afternoon Races – Meeting at 12, Time Trials at 1, Racing at 2

Fees and Memberships

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)

Governance

- 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.

Car Registration

- MSCA cars must be registered **no later than the Friday prior to the race event**, or at a time arranged with the Registrar. This requirement does **not apply to the first race day of the season**.
- **Annual Number Registration:** All Car numbers must be **pre-registered annually** with the MSCA
- **Unregistered Numbers:** If a car number is not registered for a season, that number will be held for on (1) year only and may be released for use thereafter.
- **Number Retention after inactivity:** A driver wishing to retain a registered number following a non-active season may do so by paying a **\$5 annual retention fee**, payable **prior to the first race day** of the season.
- **Visiting Cars:** Track Officials reserve the right to **temporarily reassign or modify car numbers** for visiting cars in order to avoid duplication or lap-counting errors.

Section B – General Club & Conduct Rules

1-Code of Conduct

- No Person should act in detriment to the track, club, executive, or racing in general. This includes bad mouthing a sponsor, business, or person related to our track and club – which includes posts on social media
- No person should Cause a scene or disturbance before the public, including improper language or conduct.
- No person should physically or verbally abuse a track official, or tower personnel

2-Alcohol & Drugs

- ZERO TOLERANCE: No person entering the pits should use intoxicants of anytime on the day of the race meet, up until 1 hour after the last race

3-Rule Enforcement

- No unwritten rule shall apply – every car/crew must have knowledge of all written rules
- Any Rule infractions will be discussed among track officials and corresponding penalties will apply.
- Changes to rule book in current year are highlighted in yellow

4-Rule Protests

Purpose

The protest process exists to ensure fair competition, protect the integrity of racing, and provide a clear, orderly method for addressing alleged rule violations.

a. Eligibility to File a Protest

- A protest may only be initiated by the owner or driver of a competing car in the SAME Class.

b. Eligibility to File a Protest

- All Protests must be:
 - Submitted in Writing
 - Signed and Dated by the driver or car owner initiating the protest
 - Include the car number being protested
 - Clearly state the specific reason(s) for the protest
- Protests must be handed directly to the Class Representative within twenty (20) minutes of the completing of the final race of the day.
- The Required protest fee must be submitted at the time of filing.
- All Involved parties will be notified of the protest decision within thirty (30) minutes, where possible.

c. Protest Fees

- Standard Protest Fee: \$100
- Protest requiring an engine teardown: \$700

d. Executive-Initiated Teardown

- If a car is determined by officials to be threatening the quality or integrity of racing, the Executive reserves the right to order a teardown without a formal protest being filed
- A Minimum of five (5) Directors must agree before an Executive-initiated teardown may proceed.
- If the car is found to be legal, the MSCA will reimburse the car owner for reasonable parts costs associated with the teardown

e. Teardown Procedure & Scope

- When a teardown is approved:
 - A maximum of one (1) cylinder head and the intake manifold will be removed
 - The oil pan may also be removed, if deemed necessary
- All Teardowns will be conducted by:

- The Car's Mechanic
 - The MSCA President
 - The Head of Tech
 - A Track Official
- Teardowns will take place at the car owner's shop.
- Prior to leaving the track the hood will be locked and cinched
- It is the responsibility of the car owner and crew to demonstrate that the car is legal
- Failure to prove legality will result in the car being deemed illegal
- It is strongly recommended that a Tech Official be present during reassembly.
- f. Protest Outcomes & Fees
 - If a car is found illegal: The Protest Fee will be returned to the protesting party
 - If a car is found legal: The Protest Fee will be awarded to the protested car owner.
- g. Persons Involved in a Protest
 - Only the following individuals may be involved in a protest review, as applicable to the incident
 - Class Representative
 - Head of Tech
 - President and/or Vice-President
 - Pit Officials (for pit-area incidents)
 - Car Owner and/or driver (for mechanical protests)
 - Tower Official (if tower-related)
 - Flag Person (if on-track incident-related)

Section C – Pit & Track Rules

Pit Access & Requirements

- Valid Membership of any track must be shown
- Minimum of 12 years of age
- All persons under 18 must have a completed electronic waiver signed by both parents
- All Drivers must present valid drivers license – except approved 14–15-year-old drivers
- Completed Electronic Waivers
- Signed in at Back Gate
- Must have Medical Coverage. Executive reserves the right to require a doctor's consent.
- Re-entry after leaving in an ambulance must accompany a doctors note.
- 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.
- 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.
- All off-road vehicles, motorbikes, ATVs, or similar equipment operating on track property must follow the **same operational rules as race vehicles**, including a maximum speed of **5 mph** in the pits, parking areas, access roads, and surrounding grounds.

Authority

- Pit Officials have authority over all cars, drivers, and crews while in the **pit area**. Once cars enter the **track surface**, authority transfers to the **Flag Person** until the cars re-enter the pit area

Restricted Areas

- No person other than authorized officials is permitted on the track surface, track entrance, or track exit during a race event unless permission is granted by a Pit Official.
- 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

Race Day Readiness & Pit Meeting

- All cars must be unloaded and ready to race 1 hour prior to the race day Pit Meeting
- All people present in the pits must attend the Pit meeting
- All cars must enter the pits on race day as clean and dent free as possible. Please remember we are putting on a show and our cars should represent that
- Drivers are responsible for knowing their assigned lineup positions and must remain informed of postings on the **line-up board**.
- All cars must be properly lined up and **ready to exit the pit area before the previous race is completed**.
- Any change of driver must be **reported to Pit Officials prior to the race event**

Rookie Status

- 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.

Disabled Vehicles & Track Clearance

- Any car experiencing mechanical trouble or impeding race traffic must **immediately move to the pit area** when directed by officials.
- Tow trucks are designated for **track operations only** and shall **not** be used to lift cars for tire changes or mechanical repairs.

SECTION D – RACE DAY PROCEDURES

Race Format

- Every Car will receive a 4 lap Trophy Dash, 10 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 Track Officials reserved the right to create a B Main Transfer race.

Driver Participation & Changes

- 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.

Combining Classes

- 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.

Shortening Races

- If no position changes occur for **three (3) consecutive laps**, a race may be declared complete at any time **after the halfway point**, at the **Flag Person's discretion**.

Restarts

- **First Lap:** 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.
- **Lineups:** 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
- **Laps under Caution:** No yellow flag lap will be considered as a counting lap.
- **Yellow Flag Causation:** Any car causing two (2) yellow flags may be disqualified from that race, at the officials discretion.
- **Leaving Track under Yellow:** Any car entering the pit on a red or yellow flag will start at the rear of the field.
- **Jumping the Green Flag:** Any car jumping the flag may be black flagged or moved to the rear of the field, at Flag persons discretion.
- **Final on Track Decisions:** FLAG PERSONS DECISION IS FINAL!

Accidents & On-Track Incidents

- **Access Following Accident:** 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.

- **Towed Vehicle Assistance:** 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.
- **After an Accident:** If you are involved in an accident, drop your window net, and try to wave your hand to let Officials know you are ok.
- **Repairs during a Race:** 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.
- **Windshield cleaning:** Windshields will not be cleaned on the track; races will not be stopped.

On-Board Electronics & Timing Systems

- **In-Car Two-Way Radio:** Two-Way Radio communication within the car is **strictly prohibited**.
- **One-Way Radio Receiver:** That is capable of receiving broadcast from the tower only is **mandatory**
- **MyLaps Transponders:** are Mandatory on all cars
 - Must be mounted:
 - A minimum of 8 feet rearward from the front of the car
 - Approximately 12 inches above the track surface
 - With the red face oriented toward the track
 - With an unobstructed view of the track surface
- It is the **drivers responsibility** to ensure their transponder is functioning properly.
- Drivers who have relocated their transponder, or are new to the system, are encouraged to consult the Pit Official to request a test lap.
- Failure of a transponder to function properly may result in loss of position or scoring, at the officials' discretion.

Rule Protests – Must happen on Race Day – See B.4

SECTION E – POINTS SYSTEM, CHAMPIONSHIP, AND AWARDS

Points Eligibility

- Each car is permitted **one (1) race event** to fully conform to its class rules in order to be eligible to earn points.
- **Points and Trophies will only be provided to a class of cars if there are 4 registered cars. If cars register throughout the season, points will start to accumulate from the race day they are registered.**
- 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.

Point Structure

When Qualifying is Complete:

- **Qualifying Points:** Number of Cars Multiplied by 2, descending by 2 for each subsequent car.
- **A Dash:** First; 4pts, Second; 3pts, Third; 2pts, Fourth; 1pt
- **A Heat:** First; 10pts, Second; 8pts, Third; 6pts, Fourth; 4pts, Fifth; 2pts, Sixth On; 1pts
- **B Heat:** First; 6pts, Second; 4pts, Third; 2pts, Fourth On; 1pts,
- **C Heat:** First; 4pts, Second; 3pts, Third; 2pts, Fourth On; 1pts,
- **A Main:** First; 30pts, Second; 25pts, Third; 20pts, Fourth; 16pts, Fifth; 12pts, Sixth; 10pts, Seventh; 8pts, Eighth; 6pts, Ninth; 4pts, Tenth; 2pts, Eleventh On; 1pt.
 - Three (3) Points granted for each position gained in a main event.

When Qualifying is not Complete:

- **All Dashes:** First; 4pts, Second; 3pts, Third; 2pts, Fourth; 1pt
- **All Heats:** First; 10pts, Second; 8pts, Third; 6pts, Fourth; 4pts, Fifth; 2pts, Sixth On; 1pts
- **All Mains:** First; 30pts, Second; 25pts, Third; 20pts, Fourth; 16pts, Fifth; 12pts, Sixth; 10pts, Seventh; 8pts, Eighth; 6pts, Ninth; 4pts, Tenth; 2pts, Eleventh On; 1pt.
 - Three (3) Points granted for each position gained in a main event.

SECTION F – SAFETY RULES (ALL CLASSES)

**** All safety rules must be met and approved by Tech prior to any car entering the track. There are no grace periods for safety compliance.****

Driver Safety

- **Helmets:** A Regulation, snug fitting Snell 2010 or new helmet is mandatory. Eye protection must be worn even when windshields are used. Tech has the authority to deem a helmet unsafe
- **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.
- **Driver Suits:** All drivers must wear fire retardant, long sleeve coveralls or better. Coveralls must be tagged by manufacturer as fire retardant. A driving suit is recommended. These must always remain free of flammable substances.
- **Driving Gloves:** All drivers are required to wear SFI rated gloves.

Vehicle Safety

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.
- **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. Cars must measure 96 or less decibels, Measured from the Tower Building
- **Fire Extinguishers:** Each Pit must have atleast one Dry Chemical Fire Extinguishers at a minimum of 2 ½ lbs. Must be clearly marked with Car Number and Presented at Tech. Anyone using a fire extinguisher must bring extinguisher to the pit shack so it can be set aside and refilled.
- **Floor Dry:** A bag of floor dry must be present in each pit. If it is used in an incident on the track by an official, the club will replace it.
- **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
- **Master Shut off:** All cars must have a master shut off clearly labeled & easily identifiable within reach of the outside of the car.
- **Locking Steering Device:** The locking steering device must be removed
- **Mirrors:** A single 4" round mirror may be mounted inside the drivers door at door level
- **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. 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.

- **Chest Strap:** 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
- **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.

SECTION G – Class Rules

Class Movement & Eligibility

- Any car that advances to a higher class **for any reason** may **not return to a lower class at any time during the same racing season**.

Quarter Sprint Rules

- For the 2026 Season only Safety Rules will be enforced on the Quarter Sprint Cars. Tech has final say on car safety, and if you are questioning anything please reach out to them.
- Basic Safety Equipment includes
 - 5 point harness
 - Snell SA2015+ or SFI 24.1 helmet
 - SFI rated suit
 - SFI rated gloves
 - Window net on left (driver) side, square or triangle accepted, right (passenger) side optional
 - SFI rated neck brace, donut style minimum
 - engine kill switch accessible from outside vehicle, top center rear of cage for Quarter Midgets. Top left rear corner of cage for Winged Mini Sprint style cars.
- Highly recommend
 - Head and neck restraint (Hans, Simpson, Zamp, etc.)
 - Arm restraints

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 radiuses. 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, (flat top 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 back of fuel cell, not allowed within 12" of rear bumper**
- 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)
- All Dark Coloured Cars must have a bright, contrasting stripe on rear of car

ELECTRICAL SYSTEM – See all Class running rules

Engine Rules – Note there are three separate engine rule sections below, Traditional Engines, Modern Engines, and a LS Package Engine. Each engine rule section is stand alone, and cannot be imposed on the other sections engines.

ENGINE – Traditional Engine

- Engines not to exceed 350 Chevy, 351 Ford, 360 Chrysler/AMC, plus 0.60 overbore
- All Casting numbers must be on block, head, crank, and rods (all classes)
- 602 CRATE ENGINE ALLOWED
- No aluminum heads.
- Aftermarket Iron Heads allowed. No porting allowed on aftermarket castings. Maximum 2.02 valves on aftermarket heads
- Porting is allowed on stock castings.
- 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, out from underneath the car and not to be turned down.
- ~~Maximum 1" adapter plates.~~ Maximum .500 cfm/2 Barrel carb NO Racing Carbs. After market air cleaners allowed.
- Maximum 1" Spacer between intake & Carb

- Carburetor must pass go/nogo gauge test
- ~~No high performance parts, only stock. 4 valve relief pistons with Flat top Pistons and solid flat tappet allowed.~~
No domed pistons.
- Solid flat tappet cam and lifters allowed
- Roller cam allowed, must be hydraulic lifters, no solid roller lifters allowed
- ~~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~~ Speed Reduction Pulley Kit is allowed.
- Roller tip rockers ONLY allowed.

ENGINE – Modern Engine Only

Goal: To bring the Hobby 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 15HG~~ 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, the executive & Tech reserve the right to make changes at any time **

ENGINE – Modern LS Engine Package Only

Goal: to provide a budget friendly LS engine option to the hobby stocks. The goal of the following rules is to have a package that puts out slightly less power than the legal Chev 602 Crate engine, is a fraction of the cost and is easy to tech. This engine is allowed in any make or model of Hobby Stock, not limited to GM/Chev vehicles

- Basic engine will be based off the LM7 found in mostly 1999-2007 GM/Chev trucks- 4.8/5.3 Gen III blocks only
- must be 3.78" bore + .060" maximum overbore- 4.8 stroke 3.267", 5.3 stroke 3.622" no exceptions
- Must use factory Gen III style dished pistons
- Must use 706, 862, or 895 casting # heads
- Must have stock size 1.89" Int. and 1.55" Exh. Valves.
- No porting or polishing allowed whatsoever.
- Must use stock style lifters
- Must use stock style rockers, trunnion upgrade allowed
- Aftermarket Camshaft allowed
- Aftermarket valve springs allowed
- High volume oil pump allowed
- May use underdrive crank pulley only, for keeping power steering pump RPM in check.
- Headers allowed

- Maximum 500cfm 2BBL carburetor
- MSD6014 Ignition box, any coils allowed
- Any LS carb intake allowed
- Maximum 1" thick carb spacer/adaptor

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.

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 1/2" 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 1/2" 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.
- Allow Drop Brackets on Lower Control Arm Different mounts.

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.

Outlaw 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.
- **Stand Alone Wiring Harness Allowed**

Weight rule

- All cars must be 1lb/cc.
- Engine size and weight must be displayed on right front fender beside car number, decaled 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 me 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 mandatory** and exhaust should exit away from driver. Max 100db's @ 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
- **Aftermarket Clutch Allowed**
- 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 ERW Steel Tube 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

- The Bandit Junior class will consist of drivers aged 14-16, or older drivers that have less than 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.

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 1.5 inch O.D. ERW Steel Tube 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