

IMS 4's

International Mini **Stocks**

4 cylinders

Based on Vancouver Island

Technical and Safety rules passed by Owners and updated after Vote on October 21, 2012
Competition, Club and Membership rules updated after Vote at AGM on October 21, 2012

MAX 4 CYLINDERS
MAX 162 FACTORY RATED HP ENGINE

2013-2014

Corrections made January 14, 2014

DISCLAIMER

Please remember that the rules set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events.

These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

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

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or Official.

Specific Officials shall be empowered to permit minor deviation from any of the rules herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.

Any interpretation or deviation of these rules is left to the discretion of the Officials. Their decision is final.

APPLICATION OF RULES

1 - The rules set forth in the various sections are designed to provide for the orderly conduct of racing events and set minimum acceptable standards of conduct and fairness.

2 - Technical and Construction rules, Competition rules and Club & Membership rules are in effect without change for a period of two years and can only be changed by review by committee and recommendation for change to membership at a formally conducted Rules Meeting held before the Annual General Meeting.

3 - Current Rulings and Advisories can be voted on by the Board of Directors at any time, and will be recorded to that section of the rules. Board rulings are to provide a common direction on application or further definition of technical or safety rules. Advisories may be issued to reflect the current operating procedures of the club and agreements in place with racing venues.

4 - If in doubt of interpretation, contact the Technical Committee for Technical and Construction Rules and the Board of Directors for all other rules.

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TECHNICAL AND CONSTRUCTION RULES

A - Preface

These rules were not written for the betterment of any one car, chassis or engine. Any variation from these rules must receive prior written approval from the Technical Committee. Based on reasonable fact, the technical committee may recommend adjustments to these rules to level the competition. The majority of adjustments will be made with the addition or removal of required race weight.

No express or implied warranty of safety shall be taken from publication or compliance with these rules and or regulations, They are intended as a guide reflecting acceptable standard by the membership of the club, and are in no way a guarantee against injury or death to a participant, spectator or Official.

Technical committee may permit minor deviation, impose further restriction and with discretion provide interpretation and deviation that in their opinion do not alter the minimum acceptable standard and provide equality of competition. Their decision is final.

B - Compliance/Declaration

- Required 1 - An Owner shall declare to the technical committee:
- a - **Stock Wheelbase** with a full suspension from a single model of vehicle or designation of a **Mixed Wheelbase** selecting one of the stock wheelbases from one of the source vehicles when using a combination of front or rear clips in a mixed suspension.
 - b - Engine by make and series, (original source may be requested), and displacement in cc's
 - c - Body model/style and year
- 2 - Body, suspension/pan/frame and engine are to be from a single OEM manufacturer
- Proof 1 - At any time, an Owner may be required to prove compliance with the rules, by physical proof or written documentation consisting of:
- a - Original manufacturers data sheets and diagrams showing reference data
 - b - OEM or after market parts data, technical data from recognized repair firms/support companies
 - c - Matching vehicle parts that can be measured.
 - d - Written approval of deviation by the technical committee.

C - Eligibility

- Allowed - Parts sources - Bodies, chassis and pans, suspension components, engines and transmissions are to be sourced from a 4 cylinder, minimum 4 passenger (forward facing seats) vehicle originally intended for sale in North America (except where otherwise noted in the rules)
- Prohibited - Wagons, vans, t-roof or soft top cars, compact utility vehicles, independent frames (truck), all wheel or 4 wheel drives, 4 wheel steering.
- Variation - Except for safety, fuel and cage construction rules, cars registered in 2011 or 2012 races seasons and in full compliance with the rules of the time are grand fathered under the rules for a period of two years. All other cars must be updated to new rule book.

D - Body -

- Required
- 1 - Removal; all interior flammable material, glass windows and operators, door latches, (doors to be welded or bolted shut, or replaced with door skin) , redundant wiring harness, door, hood and deck latches and hinges, exterior trim and mouldings, lights and lenses and support assemblies
 - 2 - Lexan windshield, minimum 1/8" thickness, if no centre bar is provided in cage, back up with a 1/2" x 1/8" bar or 1/2" diameter tube securely mounted.
 - 3 - All exposed metal edges to be rolled or suitably finished for safety.
 - 4 -Soft nose bumper skins, tailpieces, feathering smoothly to body lines, securely mounted with contact point at 16" ride height
 - 5 - Bumpers not to extend more than 32" *at contact point* beyond tires at front and 38" behind tires at rear.
 - 6 - Top of wheel tread to be contained within body line by either extending fenders or providing rigid fender extensions.
 - 7 - Body supports to be constructed of small diameter round tubing. No angle or square tube.
 - 8 - All body components are to be fastened securely by smooth faced mechanical fasteners, (Exposed fasteners should be pan head bolts or rivets)
 - 9 - Silhouette of declared body to be maintained from top of front bumpers to top of rear bumper. Rear of car to be enclosed. Sunroofs to be removed and enclosed.
 - 10 - Finished body to present smooth non snagging surface at any point where body contact may be expected.
 - 11 - Paint schemes to be contrasting tasteful graphics suitable to the class and visible in darkness.
 - 12 - Car numbers to be 12" high on both doors, 18" high on roof and 4" high on front/rear of car in contrasting colour, sharp edges
 - 13 - Top 5" of windshield to be left for series sponsor.
 - 14 - Displacement cc's and required race weight 2" high on upper left fender/hood
 - 15 - Car to be maintained and repaired between races (except for consecutive races)
 - 16 - Removable panels (hood and deck lid) are to be easily removable for emergency crews by use of hood pins or Dzus style fasteners not requiring specialized tools.
- Allowed
- 1 - Removal; gutting of doors, trunk and deck lids, door posts, firewall above vertical upturns, wheel wells, interior liners and miscellaneous panels, to achieve a single layer body skin and floor pan
 - 2 - Removal of body skin and replacement with fiberglass body skins, or portions of skin.
 - 3 - Street style ground effects, air dams and splitters, securely mounted , 3" min height above ground if solid/metal and no minimum height if flexible(bumper skin, rubber, etc) .Air dams and splitters not to extend more than 3" in front of bumper or outside body lines on side.
 - 4 - Wings or spoilers, street styled, factory or similar design appropriate to car, rigidly mounted not to extend outside deck sides, beyond bumper or above roof. All wings and spoilers to be approved by tech committee. Maximum face dimension 12" wing, 8" spoiler.
 - 5 - Body swaps are allowed, wheel wells centred and car scaled to fit.
 - 6 - Emergency repairs may consist of quick straps or tape.
 - 7 - One non original hole in body allowed for exhaust, flush to body at surface
 - 8 - Trimming of wheel wells for clearance, edges to be rolled and smooth
 - 9 - Hood scoops not higher than 1.5". Hole on hood minimum 1" greater diameter than air cleaner.
- Prohibited
- 1 - Removal of any portion of unibody without suitable reinforcement for structural strength.
 - 2 - Metal bumpers.
 - 3 - Glass, plexiglass or acrylic windshields or windows.
 - 4 - Ram air boxes

Variations 5 - Currently registered bodies are grand fathered for use for a period of four years

E - Driver compartment -

- Required
- 1 - Firewall of minimum 0.020" steel sheet sealing engine compartment and fuel compartment
 - 2 - Installation of min 0.020" steel skin above driver(hoop) and door skin if fiberglass body is installed
 - 3 - Drivers compartment to be sealed from passage of flame, gas fumes and exhaust fumes
 - 4 - Seal all holes over 1" diameter with steel sheet
 - 5 - Protect all penetrations through firewalls with grommets to prevent chafing, maximum penetration diameter 1"

F - Cage and frame

- Required
- 1 - Full roll cage and door bars constructed of minimum 1 ½" diameter x 0.090 wall thickness seamless or electric weld rolled steel tube consisting of:
 - a - main roll bar with diagonal brace from top to bottom, and lower and mid spreader bars.
 - b - three horizontal driver side door bars with two vertical doors bars (top bar at top of door skin)
 - c - two horizontal passenger side door bars with two vertical doors bars (top bar at top of door skin)
 - d - two front vertical posts spread with a dash bar and transmission bar (transmission bar may consist of portions of existing floor pan and transmission support if restrained)
 - e - Hoop (Halo) bar
 - 2 - All connections of roll cage to be welded and gusseted with a minimum of 2" length to each gusset leg.
 - 3 - Front and rear braces, seat support frame and a foot bar constructed of minimum 1 ½" diameter x 0.060 wall thickness seamless or electric weld rolled steel tube
 - 4 - Weld 1/8" thick steel plates to factory sheet metal (floor pans and light gauge frame rails) to allow distribution of forces when attaching roll cages and braces. (Min 1" beyond tubing)
 - 5 - Nose/tail pieces backed by rolled internal bumper, minimum 1 ½" diameter x 0.060 wall and mounted at 16" height, attached to frame clip with nested pipe or crush mounting and shear pins/bolts (¼" recommended). Ends to have radius and extend 4" along side of car
 - 6 - Crush zone of 12" from front or rear bumper to any rigid portion of the frame. Bumpers or bodies on front wheel drives may be extended slightly to achieve this
 - 7 - Nested or collapsible bumper mounting is not to project more than 4" into crush zone from a flat face on the frame
 - 8 - Removable Nerf (Rub) rails of maximum 1" x 2" rectangular or 1.5" diameter steel tube extending to within 6" of tires, mounted at 16" height along side of body, ends turned into body and smooth, rail face to be inside tire face.
 - 9 - All bars except nerf bars to be contained inside body skin.
 - 10 - Easily accessible hook up/lift points at front and rear of car. Points to be marked and labelled for emergency crews.

Recommended 1 - Windshield (Ernhardt) Bar

- 2 - Centre Halo bar
- 3 - Attachments to roll cage made by welding tabs or solid eye bolts
- 4 - Additional reinforcement/cage to limit suspension mount/pan damage.

- Prohibited
- 1 - Stock internal bumper crush panels and bumper shocks.
 - 2 - Excessive construction of roll cage and body supports that prevents crush of external skin or presents a puncture hazard to other cars

- 3 – Welding main roll cage directly to sheet metal without plates.
- 4 - Drilling holes in main roll cage

G - Chassis and suspension

- Required
- 1 - Maximum wheelbase 105".
 - 2 - Maximum width 74" measure to outside bulge on tires.
 - 3 - Minimum 3" ride height to any rigid portion of car, or engine. Oil pan and transmission are not to be lowest point of cars.
 - 4 - All suspension components must be OEM production parts from a passenger vehicle sold in North America.
 - 5 - Floor pans must be complete from vertical upturn at front firewall to axle centerline at rear, and rocker to rocker.
 - 6 - All components, wheel base and mounting for suspension must match make and model of declared STOCK suspension.
 - 7 - Any component and mount configuration may be used in a declared MIXED suspension.
 - 8 - Spring location to match suspension declaration and component selection.
 - 9 - Tires to club spec for season.
 - 10 - Rims 13" or 14" diameter x maximum 7" width steel racing type.
- Allowed
- 1 - Existing floor pans may be reinforced with minimum 1 1/2" x 0.060 wall square tubing frame rails.
 - 2 - Frame horns may be reinforced or replaced with minimum 1 1/2" x 0.060 wall square tubing.
 - 3 - All cracks or damage in floor pans to be repaired with minimum 0.020" steel sheet.
 - 4 - Maximum of four shock absorbers, one per corner. MacPherson struts may be drilled and drained. Heim ends allowed.
 - 5 - Non-externally adjustable, steel bodied race shocks allowed. May be rebuildable.
 - 6 - Maximum of 4 height adjustments allowed, may be accomplished by ladder bars on leaf springs, jacking bolts on arm mounted springs, cut and turn of torsion bars and coil over sleeves over shocks/struts.
 - 7 - Arm and sub frame components may be fabricated to match dimension and style of OEM factory components.
 - 8 - Strut towers may be removed and custom mounts built. MacPherson struts may be adjusted for camber and caster by relocation of top mount or use of adjustment plates.
 - 9 - MacPherson strut lower spring cup may be repositioned by sleeve or clamped brackets.
 - 10 - Heim ends / bump sleeves allowed on outer tie rods.
 - 11 - Adjustable sway bars and panhard bars
 - 12 - Mounting points may be reinforced, slotted and elongated.
 - 13 - Stock or OEM replacement bushings, polyurethane bushings.
 - 14 - After market and cut OEM springs
 - 15 - OEM steering components from any manufacturer
 - 16 - Solid metallic ballast blocks allowed, minimum 10 lb securely fastened to floor pan or frame by multiple fasteners and washers, painted white and labelled with car number
- Prohibited
- 1 - Aluminum or Coil over (threaded body) shocks, exotic racing shocks
 - 2 - Adjustable links and control arms
 - 3 - Spherical bearings or solid bushings.
 - 4 - Drop spindles
 - 5 – Re-valving or change of valving of shocks at track.
 - 6 - Any chemical alteration of tire compound. Tires having durometer readings lower than the range of other cars are subject to disqualification.
 - 7 - Any form of suspension adjustment from the drivers position.

H – Engines

Please check with tech for legality of engine modifications

a - Carbureted- Any naturally aspirated single overhead cam 4 cylinder engines up to a maximum original factory horsepower rating of 162 HP, maximum 2440 cc original engine size

- Required**
- 1 - OEM production block, crank and heads, stock stroke (same manufacturer)
 - 2 - Two barrel carburetor not exceeding 350 cfm, 1.21" maximum venturi size, with original air horn
 - 3 - OEM intake, may be port matched to head and carb, max 1 ½" depth, factory runner surfaces.
- Allowed**
- 1 - Any engine up to a maximum of 2440 cc original displacement with increase of bore to 0.040" (1.0mm) oversize
 - 2 - Smaller engines are not limited on bore oversize
 - 3 - Any cam and valve-train, hydraulic, roller or solid
 - 4 - Any OEM or forged piston
 - 5 - Stock or Oversize valves
 - 6 - Multi angle valve grind, maximum 75 degree seat angle.
 - 7 - Minor clean-up of casting imperfections such as ridges and sharp corners
 - 8 - Multi angle valve seats
 - 9 - Beaming, shot peening and balancing of rods
 - 10 - After-market steel alloy rods with solid web and beams
 - 11 - Any header
 - 12 - Compression up to a maximum of 11.0 to 1
 - 13 - Carburetor adapter plate and gaskets up to 2 1/4" maximum thickness
 - 14 - Carburetor may have choke assembly removed, power valves, and jets may be changed
 - 15 - Aftermarket ignition systems (MSD etc) , distributors and crank triggers
- Prohibited**
- 1 - Porting or alterations of internal cast surfaces, except as noted in #7 above.
 - 2 - Magneto ignitions
 - 3 - Dry sump oil systems
 - 4 - Internal modifications to carburetors/metering blocks
 - 5 - Lightening of crankshafts/ knife edging.
- Variations**
- 1 - Engines built of various block, head, crank combinations or de-injection require prior approval by technical committee and will receive individual base weights if approved.
 - 2 - Keith Dorton 2300 style carburetor allowed, model 0-80787-1 and metering block #134-27
 - 3 - Currently tagged parts are grand fathered for use for a period of two years

b - Fuel Injected or double overhead cam - Any 4 cylinder engine up to a maximum original factory horsepower rating of 162 HP

- Required**
- 1 - All engine, air intake & fuel delivery, ignition components to remain OEM, or OEM direct replacement for declared engine. Fuel pressure to remain within factory spec.
 - 2 - Factory wire harness including all sensors related to engine and electronic control unit
- Allowed**
- 1 - Engines up to a maximum of 2440 cc original displacement
 - 2 - Clean-up of head and block surface only, max .010 inches
 - 3 - Any air cleaner
 - 4 - Exhaust manifold/header change subject to technical committee approval
 - 5 - Removal of emissions controls (EGR, EVAP, Air Injection/pumps, catalytic converters)
- Prohibited**
- 1 - Modifications of any engine or control component, or mixing of components
 - 2 - Increase of bore

- 3 - Aftermarket electronics.
 4 - Variable valve timing, variable valve lift, variable intake length. (Vtech or equivalent)
 (these rules apply to all engines in conjunction with rules specific to engine type)
- c - General**
- Required
- 1 - Exhaust system and muffler exiting to ground, behind drivers back, not exceeding 85 db noise level measured at 100 ft distance behind car. Also to meet track rules if more restrictive.
 - 2 - Mechanically sealed dipsticks
 - 3 - Minimum 1 Litre metallic radiator overflow/ catch can sealed with rollover check valve
 - 4 - Minimum 1 Litre metallic oil vent breather overflow catch can with rollover check valve (sealed system).
 - 5 - Radiator remaining in stock location (front of engine) Mounting may be changed
 - 6 - Operating starter
- Allowed
- 1 - Engine mounts may be reinforced or manufactured (solid)
 - 2 - Balancing of crankshaft
 - 3 - Oil pan capacity may be increased
 - 4 - Alternators
- Prohibited
- 1 - Engine setback. Engine location determined by bellhousing relation to firewall or front axle centreline.
 - 2 - No portion of a cooling system may be installed in a drivers compartment
 - 3 - Lightening of crank or knife edging, non stock counterweights
 - 4 - Turbo or super chargers, nitrous injection
 - 5 - Use of antifreeze or glycol compounds
 - 6 - Oils and lubricants banned by track venues.
 - 7 - Removal of any casting identification or serial numbers on engine parts, sensors and accessories.
 - 8 - No portion of exhaust is to be exposed in drivers compartment.

I - Fuel

- Required
- 1 - Fuel lines including (EFI) returns, running through drivers compartment must be enclosed in steel
 - 2 - Electronic fuel pumps require a shut off switch (oil pressure switch) Momentary over-ride allowed for startup
 - 3 - Fuel cell designed for circle track racing, max 8 gallon size enclosed on min 22 gauge steel, securely mounted and protected by 1 ½" x .125" strapping or 1x1 tubing, attached to cage or frame/body.
 - 4 - Fuel cell is to be located minimum 12" from bumper, in opposite end of car from engine, and have 10" ground clearance.
 - 5 - Fuel cell may only be filled through a cap mounted directly on cell.
 - 6 - Quick turn caps are to be tethered by safety cable. Metallic filler necks and cell components are to be grounded to car frame.
 - 7 - Fuel cell vent lines must have check valves for rollover
- Allowed
- 1 - Automotive fuel dispensed from a retail service station (unmarked) maximum octane rating of 94
- Prohibited
- 1 - Aluminum lines
 - 2 - Rubber fuel lines under floor pan
 - 3 - Race fuels and home brews.
 - 4 - Fuel filler necks

J - Transmission and Drivetrain

a - Standard Transmissions (OEM)

- Required
- 1 - OEM stock clutch and single disc
 - 2 - OEM standard transmissions
 - 3 - Clutch scattershield, min .250" steel or approved conveyor belt material , minimum 180 degree with full driver protection.
 - 4 - Operational first and reverse gear.
- Allowed
- 1 - OEM stock flywheel may be lightened and balanced, or billet steel flywheel
- Prohibited
- 1 - Aluminum flywheels, ram clutches, couplers, mini clutches or multi disc clutches.

b - Automatic Transmissions (OEM)

- Required
- 1 - Operational torque converter
 - 2 - Sealed dipstick
- Prohibited
- 1 - Electronic control alteration,

c - Driveshaft on rear wheel drives

- Required
- 1 - OEM steel drive shaft, painted white
 - 2 - Two drive shaft loops, min 1/4" x 1" within 8" of each end of shaft

d - Differentials on rear wheel drives

- Required
- 1 - OEM axle/differential, solid or independent depending on construction
 - 2 - Breathers preventing accidental loss of lubricants (rollover protection)
- Allowed
- 1 - Open style or locked by welded spiders or mini spools
 - 2 - Rear end swaps maintaining same attachment, style and configuration.
- Prohibited
- 1 - Quick changes rear ends, functional limited slips, full spools or lockers.

K - Brakes

- Required
- 1 - OEM type operational brakes required on four corners of car
 - 2 - OEM Stock mounts and brackets for front brake calipers.
 - 3 - Rotors must bolt to spindle/axle hubs.
- Allowed
- 1 - Rear brakes may be converted to disc brakes using all OEM calipers and ferrous rotors
 - 2 - Tilton style/ proportional dual master cylinders
 - 3 - Proportioning valves
 - 4 - Custom brackets for rear disc brake calipers
- Prohibited
- 1 - After market or home grooving, drilling, venting of rotors

L - Electrical

- Required
- 1 - Battery restrained in a reinforced acid proof / container securely mounted to a solid portion of floor pan or frame in drivers compartment behind driver (unless otherwise approved by tech committee)
 - 2 - Battery terminals are to be protected against shorting.
 - 3 - Battery master (kill) switch mounted in a conspicuous and easily reached centered dash or tunnel position that is accessible by driver and track safety staff from both sides of car. On/Off positions to be clearly labelled

M - Safety

- Responsibility
- 1 - Each owner/driver is responsible for their own safety equipment as it pertains to condition and wear, expiry dates and suitability of use in racing events. Drivers should fully understand the limitations of protective ratings such as SFI ratings.
 - 2 - Annual service check of fire extinguishers
 - 3 - Installation or use of all equipment is to follow manufacturer's instructions, to be kept available for inspection at all times.

- Required
- 1 - Driving suit, SFI rated or equivalent
 - 2 - Helmet rated for automotive racing (current Snell or equivalent)
 - 3 - Balaclava for non-fire rated helmets
 - 4 - Fireproof driving gloves
 - 5 - Fireproof driving shoes
 - 6 - Neck collar or restraint system
 - 7 - 5 point seat belt system, 3" double shoulder strap, 3" lap belt with quick release, 2" sub belt, mounted securely to cage on welded tabs and bolts, max 5 years old
 - 8 - Fire resistant Roll bar padding on all bars within reach of the drivers limbs.
 - 9 - Window net manufactured for racing with quick release mechanism positioned for removal by both driver and safety crews
 - 10 - 2 ½ lb class BC fire extinguisher in drivers compartment
 - 11 - 5 lb dry chemical extinguisher visible in pit area.
 - 12 - High back (headrest) one piece aluminum racing seat
 - 13 - Collapse mechanism on steering shafts.

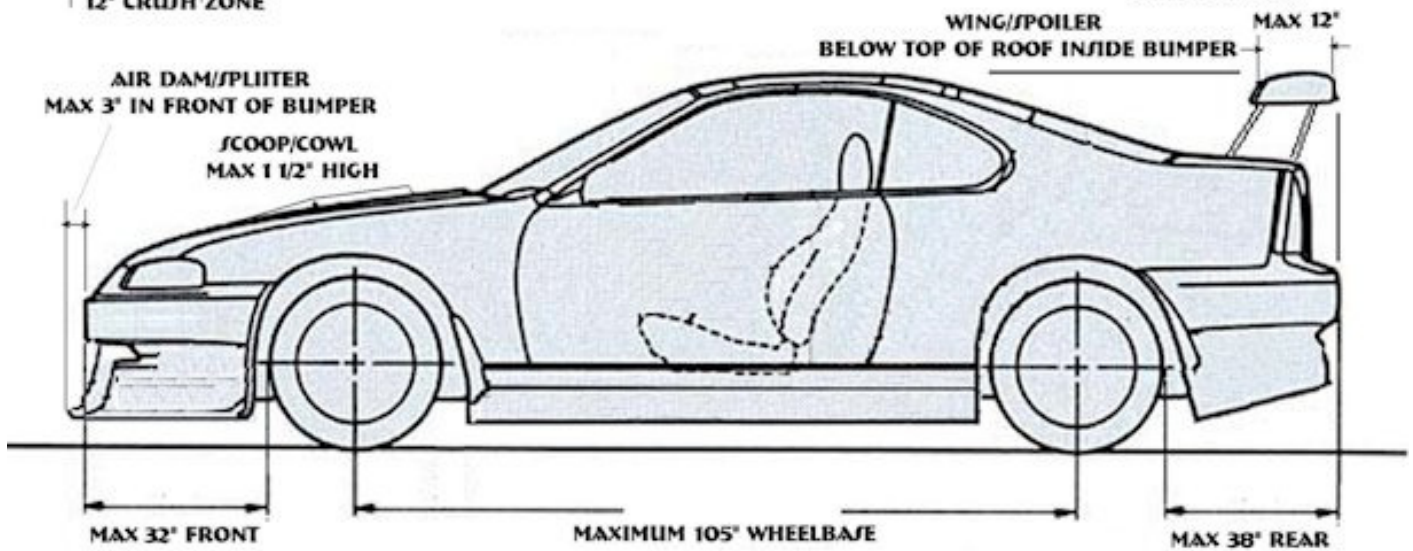
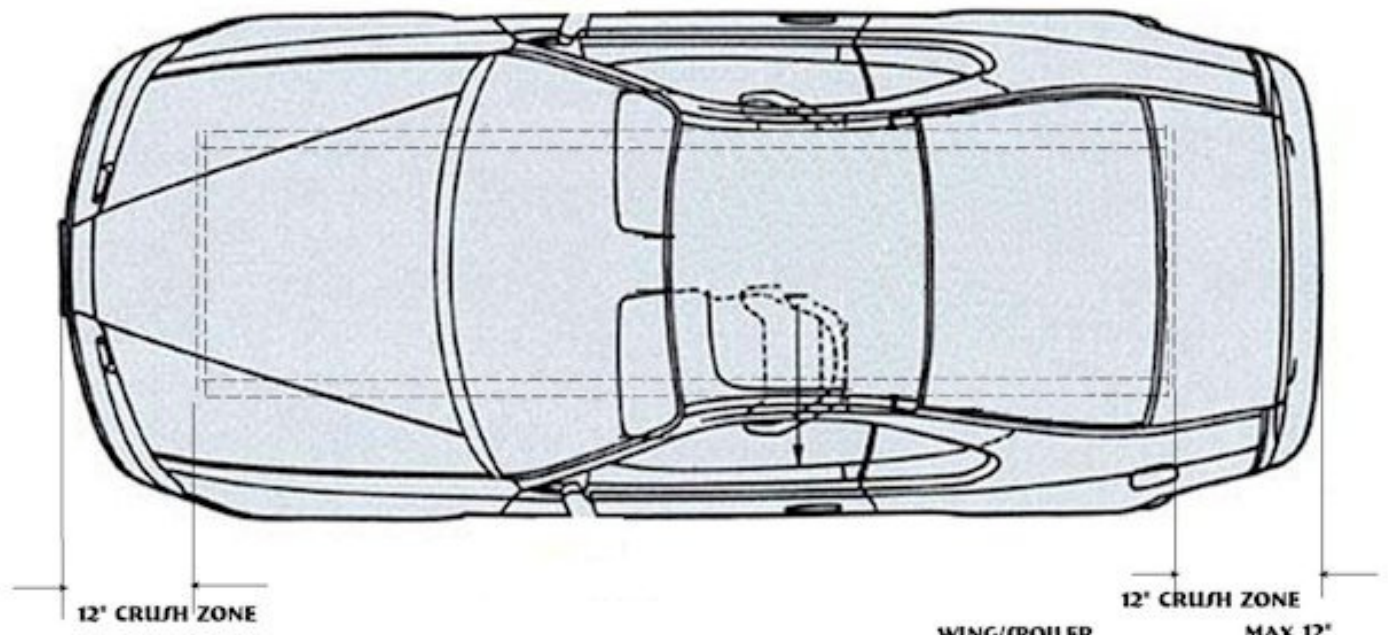
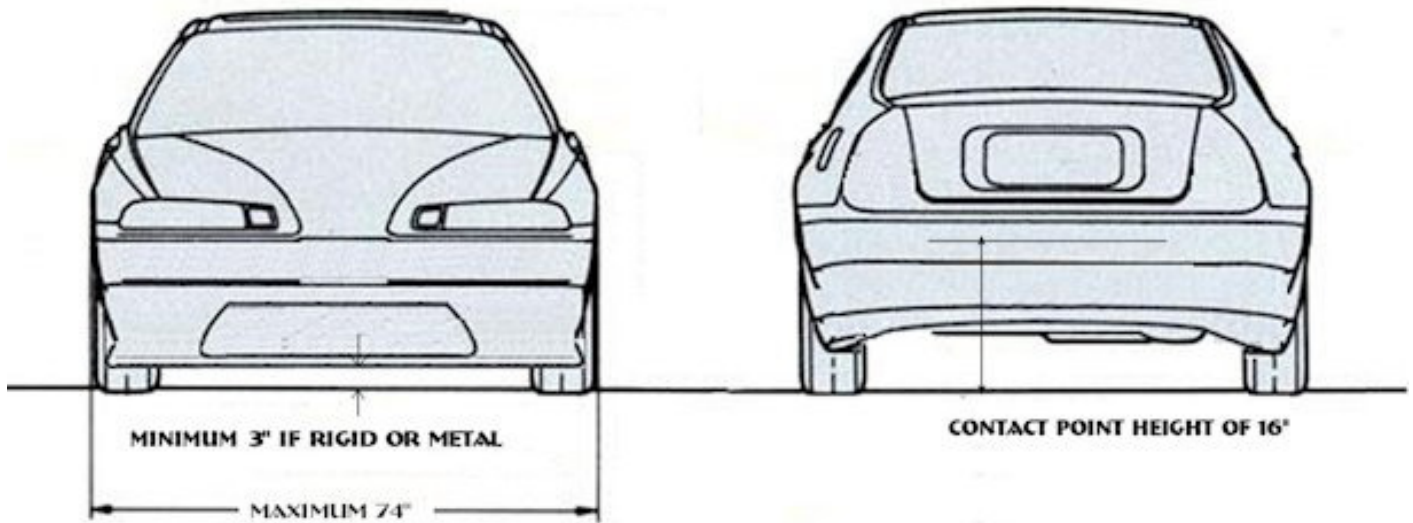
- Allowed
- 1 - All safety equipment exceeding these minimum requirements

- Recommended
- 1 -Hans style neck restraint system
 - 2 - Sternum strap
 - 3 - Functional quick release on steering wheel
 - 4 - On board fire extinguisher systems, minimum two outlets, one to engine compartment, one to fuel cell area, release activation from drivers position
 - 5 - Aluminum leg, rib, helmet and shoulder extensions providing further restraint/support of driver or containment seats
 - 6 - Fire retardant undergarments or multi layered suits.

- Prohibited
- 1 - Any frayed, damaged/cracked or soiled safety equipment.

N - Communication

- Allowed
- 1 - Radio communication between crew and driver is privilege allowed, but may be revoked for unsportsmanlike actions
 - 2 - All cars are to register their radio models and frequencies with the club.



ISLAND MINI STOCK 4 - TECHNICAL AND CONSTRUCTION RULES 2013 TO 2014
DIMENSION GUIDE

COMPETITION RULES

Sportsmanship and Conduct

- 1 - Car appearance to be maintained regularly – Owner/driver is responsible.
- 2 - Car owner and driver shall be responsible at all times for the appearance and conduct of their pit crew. All persons entering the pits must sign in under a car number.
- 3 - When one signs for a pit pass, he/she accepts these rules and agrees that he/she and his/her crew will abide by them; “crew” means anyone signing in at the pit gate under that car number.
- 4 - Drivers must appear in clean uniforms, and their pit crew must be in clean trousers or in light coloured uniforms, or they may be refused entrance to the pits. All persons in the pits must have a shirt on at all times. It is recommended that drivers and pit crews wear light or reflective clothing at all times during events so drivers entering the pit at night can see them.
- 5 - Drivers and/or a pit crew-member shall be with their cars at all times.
- 6 - All participants at Club venues are expected to conduct themselves in a calm and courteous manner, speak in a respectful manner and remain mindful of the monetary investment made by all the members of the Club

Pit Rules

- 1 - Owners must register their car prior to participation in a racing venue.
- 2 - Drivers and Owners must have a Club Membership Card.
- 3 - No one under the age of 14 will be allowed in the pits without track permission
- 4 - A pit pass must be affixed on the person and be in plain sight.
- 5 - All drivers and cars/trucks must be ready to run when called upon to do so, or they will lose their starting position.
- 6 - Race car and equipment must not occupy more than one pit space wide. Cars are to be parked off pavement except when awaiting entrance to the track.
- 7 - No mechanical work, which could result in fluid spillage, is to be performed over paved surfaces.
- 8- Drivers are responsible for clean up of their pit area.
- 9 - Erratic driving in the pits will result in disqualification or a fine.
- 10 - Pit meeting attendance is mandatory for all drivers.
- 11 - There will be a mandatory fine for each party involved in any fighting before, during, or after any racing event and removal from the venue
- 12 - No glass containers of any kind allowed in the pits.
- 13 - The person to whom the car number is registered is totally responsible for the crew.
- 14 - Each pit should have a current copy of the Rule Book.

Rookies and Driving Ability

- 1 - Before competing, all rookies must complete a minimum of one practice session under the supervision of the Driving Committee before competing in an event.
- 2 - Anyone who has not raced in more than three Club programs is considered a rookie.
- 3 - All rookies shall display yellow tape on rear bumper at all times while on the track until the Driving Committee and Board recommend removal.
- 4 - Rookies shall start at the back of all races for a minimum of three races, or until they have demonstrated a level of confidence that is accepted by the Driving Committee
- 5 - Drivers new to the club with elevated racing experience are not eligible as rookies

Racing Rules and Conduct

- 1 - The control of any race event is solely by the flagman and their assistants.
- 2 - Any driver who has not raced before, or has had little track experience, must attend a Driver Orientation prior to driving a race.
- 3 - The person who "times in" a car must drive that car in the heat or main event for the car to retain its starting position. If another driver is to race the heat or main event, the car must start from the back of the pack.
- 4 - No loose items will be carried in car/truck in any compartment at any time while car is on the track
- 5 - Cars involved in an accident may not be allowed back on the track without permission of a member of the Tech Committee and /or track official
- 6 - In the Championship Race, any driver who has not driven a minimum of 3 points races prior to this race must start at the back of the pack.
- 7 - All cars must be ready to time in with their own class. No re-times, unless requested by Officials.
- 8 - If two or more cars have the same time, the first car recording the time shall be considered faster.
- 9 - A car must take the green flag at the beginning of a race to be eligible to receive points.
- 10 - A car taking the Green Flag in Hot laps is considered to attend for year-end payout.
- 11 - When yellow flag is displayed, slow down (without causing an accident!) and use extreme caution. DO NOT RACE TO THE YELLOW. Car restart order is at the discretion of the track venue
- 12 - Any car requiring assistance to restart during a yellow or red flag must restart at back of pack.
- 13 - Cars that receive the mechanical black flag (black with yellow centre) during an event must be cleared by the Pit Boss or designated Official before re-entering the event. Car must report to the pits to receive clearance.
- 14 - Black Flag –Stop and Go warning or Disqualification from race if ordered to park car..
- 15 - Any car entering the pits under a yellow or red flag must restart the race at the rear of the field.
- 16 - Under the green or yellow flag, drivers may not exit car unless given permission by track official. (except in case of fire or roll over)
- 17 - When a red flag is displayed, stop as soon as possible without causing an accident. Drivers must remain seat-belted in their cars/trucks until race is stopped or official permission to exit is given, except in case of fire or roll over.
- 18 - During a red flag only one pit person per car allowed on track if allowed by track officials. No object of any kind that could be used to repair the car is allowed on the track. Windshield cleaning is permitted. Official permission may be given to proceed to the pits.
- 19- No one other than Ambulance, Wrecker, Firefighting Personnel, and Officials shall be allowed at the scene of an accident.
- 20 - A race is complete when the chequered flag is displayed or race is ended by flagman.
- 21 - Decisions reached by Track Officials shall be final.
- 22 - Continuous blocking of another car will not be tolerated. If you are about to be passed, you must allow the other car a groove to race in.
- 23 - In competition, anyone running lower than their qualifying time by more than 3/10 of a second on a 1/4-mile track, or by more than 5/10 of a second on a 3/8 to 1/2 mile track, for one lap will be deemed to have broken out. (governed by track conditions). Penalty will be loss of points, money and trophy for that race program. Cars, which start an event behind the fastest qualified car, in that event, shall not be penalized for running under their own qualifying time.
- 24 - Any car entering the track at any point of the race must yield the right of way.
- 25 - Cool-off lap recommended after chequered flag.
- 26 - Arm signal required when entering the pits. Exercise caution.
- 27 - Reporting To Scales - After the Main Event, the top 4 cars are to stop on the front straight-away unless waived off by track officials, 1st place in Victory Square. Then, report directly to the scales. Drivers, who do not go directly to the scales, will receive last place points. The reason for this is that we do not want anyone to touch the cars after the Main Event, prior to going over the scales. If you aren't sure whether or not you placed in the top 4,

go directly to the scales after the Main Event. You will be told at that time.

28 - Cars are to be lined up one race in advance of heat and main events or as directed by pit boss, engines off.

29 - Cars timing in 1 second off pace of second fastest will start at back, in front of rookies.

30 - Cars with mechanical issues will start at rear of all cars.

31 - Cars unable to start and requiring a push start will start at rear of all cars.

32 - Cars that may break-out will be placed at back behind cars off pace, in front of rookies and cars with mechanical issues

Club and Membership Rules

Club Organization

Board of Directors

1 - The club is governed by a Board of Directors, elected on a regular basis with the mandate of providing an equitable venue to race the vehicles registered within the club.

2 - The Board meets on a monthly basis during race season and as needed off-season.

3 - The Board of Directors shall consist of a minimum of five individuals. *

a) President *

b) Vice President *

c) Secretary *

d) Treasurer *

e) Technical Director *

f) Membership Director

g) Promotions and Sponsorship Director

4 - All Board members except President have one vote each at Board meetings with the Club President casting the deciding vote in case of tie.

Discipline and Protest Board and Meetings

1 - A Discipline and Protest Board shall consist of a minimum of three individuals

a) The President or Vice President

b) The Technical Director or a member of the technical committee (When matter is of technical or safety nature)

c) One or two board members without affiliation to the involved party or car protested. (One member when matter is of technical or safety nature)

d) No party involved in an issue may sit on a Discipline or Protest Board.

2 - A Discipline Board shall be convened immediately after an event to deal with all issues arising during the event. Parties involved will be notified of any discipline action at the end of the meeting.

3 - A Protest Board may be held upon receipt of a protest, immediately following a race but no later than 3 days after receipt.

Pit Boss

1 - The pit boss and assistants are appointed by the Board of Director to regulate races at the venue, conduct weigh-in, set order of time in and assign cars to races, setting order of starts.

Technical Committee

1 - Under the guidance of Technical director, the technical committee is appointed by the Board of Directors to ensure that cars comply with the intent of the rules

2 - The committee is to manage and verify Owner declarations on all cars registered to the Club

3 - The committee is responsible with determining the methods to test and prove rule compliance; determining acceptance of documentation provided by Owners and determines methods of sealing or marking engines and components.

4 - The Technical Committee will meet to conduct a review of the rules and report on any updates required or requested by the Owner membership.

Driving Committee

1 - Under the direction of the Vice President, The Driving Committee is appointed by the Board of Directors to educate and evaluate drivers in the club.

- 2 - The Driving Committee is responsible with determining the suitability of drivers to participate in events and give guidance to Owners. The Driving committee shall also report all drivers that pose a risk to themselves or others, and suggested restrictions to the Board.
- 3 - The Driving Committee will review the participation of all cars and drivers with fast lap times in excess of 2 seconds over the fastest car in an event.

Duty and authority of Board Members and Officials

- Board members have the following Duties and Authorities

1 - President

- a) To represent the Club in all dealings with racing venues, Press and General Public
- b) To promote the Club and encourage growth and membership
- c) To chair Board Meetings, call meetings and deal with Club business
- d) To ensure fair consideration of all matters before the Board and cast deciding vote when required
- e) To veto any action within the Club that is contrary to the current Rules of the club
- f) To ensure that the duties of all directors are fulfilled and that no authority is exceeded
- g) To delegate any duty or authority when required
- h) To recruit and nominate members of committees to the Board
- i) To act as a signing authority of the Club
- j) To name and/or chair the Discipline and Protest Board with power of final decision

2 - Vice President

- a) To stand in for President when unavailable
- b) To participate as a voting member of the Board
- c) To chair the Driving Committee with power of final decision
- d) To act as a signing authority of the Club
- e) To assist in preparation of rulings and advisories of a competition nature.

3 - Treasurer

- a) To manage all financial matters of the Club
- b) To participate as a voting member of the Board
- c) To develop the annual budget, recommend fees and assist the President in negotiation.
- d) To report on club finances at Board meetings and Annual General Meeting
- e) To act as a signing authority of the Club

4 - Secretary

- a) To manage all correspondence and archival matter of the Club
- b) To record and circulate minutes of meetings
- c) To participate as a voting member of the Board
- d) To assemble results of races, assign points to Owners and Drivers and distribute results.
- e) To review distribution of information about club
- f) To guide, support and review contents of WebPages

5 - Technical Director

- a) To interpret Technical and Safety Rules
- b) To chair the Technical and Safety Committee with power of final decision
- c) To participate as a voting member of the Board
- d) To report on Rule compliance to the Board
- e) To report on actions of the technical Committee to the Board
- f) To assist in preparation of rulings and advisories of a technical/safety nature.

6 - Membership Director

- a) To manage and keep current club registrations of members and cars
- b) To record and update sponsorship information on cars and driver information sheets (Media Packages), for distribution to hosting venues, (announcers) and Press
- c) To participate as a voting member of the Board
- d) To develop strategies on club membership growth

- 7 - Promotions and Sponsorship Director
 - a) To formulate and organize events promoting the Club
 - b) To solicit Club season sponsorship and Race event sponsorship.
 - c) To participate as a voting member of the Board
 - d) To prepare Advertising and Media Information packages about the Club and distribute to prospective sponsors

Annual General Meeting and Election of Board of Directors and Officers

- 1 - All Directors are to be current members of the Club at all times.
- 2 - The Board of Directors is to be elected annually, by nomination and vote by the membership of the club
- 3 - The Outgoing Board will appoint a Nominating Committee to solicit prospective Board Members for nomination at the Annual General Meeting.
- 4 - An Annual General meeting is to be held after the end of the race season each year
- 5 - All members are to be informed two weeks in advance, of the time and location of the meeting.
- 6- The agenda for the meetings will be:
 - a) Sign in of members
 - b) Determine that there is a quorum (minimum 35% of membership)
 - c) Elect a person to chair meeting, if necessary
 - d) Present proof of meeting notices and approve agenda
 - e) Approve minutes from last Annual General Meeting
 - f) Deal with unfinished business
 - g) Receive reports and approve past budget from outgoing directors
 - d) Deal with new business
 - e) Nominate and elect a new Board of Directors
 - i. President*
 - ii. Vice President*
 - iii. Treasurer*
 - iv. Secretary*
 - v. Technical (Safety) Director*
 - vi. Membership Director
 - vii. Promotions and Sponsorship Director

*The first five positions must be filled to have a new board.

 - f) Adjourn the meeting.
- 7 - Meetings will be conducted with order and respect to members that have the floor.
- 8 - Any individual that becomes unruly or disruptive will be asked to leave.

Rules Committee and Rules Meetings

- 1 - In each even numbered year a process of review of the club rules is to be undertaken.
- 2 - Starting in the mid season:
 - a) The technical committee will review all technical and safety issues arising since the last rules meeting and formulate new rules to address these issues.
 - b) The driving committee will review all competition issues and recommend changes to the competition rules.
- 3 - These recommended rule changes will be presented to the Board for finalization and preparation to workshop.
- 4 - Owners will be given a draft of the proposed rules.
- 5 - Owners will be asked to review and present written comments back to the Board.
- 6 -The Technical Director will prepare a final consensus of the Technical and Safety rules.
- 7- Upon assembly of the final documents, a notice of Rules Meeting along with the final draft of the rules will be prepared and circulated to the Membership. (Minimum of 7 days in advance of Meeting)

8 - Any alternate rule proposals may be submitted to a member of the Board in writing, a minimum of 96 hours prior to the meeting. These proposals will be placed on the agenda for discussion and consideration.

9 - No unwritten proposal will be accepted at the Rules Meeting. Written proposal suggesting significant change will be distributed to the members prior to the meeting.

10 - At the rules meeting, the agenda is:

- a) Sign in of members and issue of voting cards to Owners
- b) Determine that there is a quorum (minimum 50% of Owners present)
- c) Present proof of meeting notice
- d) Reports of the Technical Committee regarding Technical and Construction Rules
- e) Reports of the Driving Committee regarding Competition Rules
- f) Presentation of the proposed rule changes
- g) Presentation of alternate rule proposals
- h) Discussion, revision of rules/wording and vote on Technical and Construction Rules by registered Owners
- i) Discussion, revision of rules/wording and vote on Competition Rules by all registered members
- j) Discussion, revision of rules/wording and vote on Club and Membership Rules by all registered members
- k) Adjournment of meeting

Decisions, Protests & Inspections

CONFLICTS

1 - IT IS EXPECTED THAT CONFLICTS WILL ARISE. ALL CONFLICTS SHOULD BE WORKED OUT WITHIN THE CONFINES OF THE CLUB. ANY CONFLICTS LEADING TO LITIGATION, CIVIL AND CRIMINAL, OR THE IMPLIED THREAT OF LITIGATION WILL AUTOMATICALLY SUSPEND THE MEMBER, THE CAR, AND THE NUMBER ASSIGNED TO THE MEMBER FROM ANY CLUB PRIVILEGES, INCLUDING RACING, UNTIL CONFLICT IS RESOLVED

PROTESTS AND BOARD RULINGS

1- IT IS EXPECTED THAT PROTESTS WILL BE REASONABLE, LOGICAL, AND BASED ON SOUND EVIDENCE, THUS, WELL FOUNDED. IF A PROTEST IS JUDGED TO BE NOT WELL FOUNDED, THE PROTEST FEE SHALL BE FORFEITED. IF IT IS PROVED TO THE SATISFACTION OF THE BOARD THAT THE AUTHOR OF THE PROTEST HAS ACTED IN BAD FAITH, OR IN A HARASSING MANNER, HE/SHE SHALL BE DEEMED GUILTY OF ACTING IN AN UNSPORTSMANLIKE MANNER AND MAY BE PENALIZED BY BOARD DIRECTIVE.

2 - All protests must be written in duplicate and signed by an Owner or Driver member in good standing. (Protestor)

3- All protests will be submitted, within 30 minutes of the final race on that program, to a Board member who will acknowledge receipt with their signature.

4 - The duplicate copy shall serve as a receipt for all monies. No cheques allowed for protests.

5 - Protests shall specify car number, make and model of car being protested or driver in the case of a driving protest (protested).

6 - Technical protests must specify the area of illegality.

a) State the rule that governs the area of protest (Technical and Safety Rules)

b) State the nature of the protest, and what parts or assembly is in conflict with the rules.

7 - Technical protest fees will be the following amounts

a) Protest over engine components requiring the removal of a head \$ 120.00 cash

b) Protest over any other item covered by Technical Rules \$ 50.00 cash

8 - Protest over safety issues will not be accepted. In the interest of safety to all, report all concerns to a board member or member of the Technical Committee immediately.

9 - All other protests must state the nature of the protest and the Competition Rule or Current ruling that governs, \$50.00 cash will accompany all other protests.

10 - A Protest Meeting will be convened at the earliest possible time after receipt of protest.

11 - An Owner or Driver member (protested) has the right to request to appear before the Protest Board to present their side of the story.

12 - All cars subject to inspection will be impounded. Transportation to the impound area will be

provided by the affected car's crew.

13 - Alternatives to impound (i.e. sealing, immediate teardown, etc.) may be implemented by Protest Board directive.

14 - If a protest is accepted and is of a technical nature, the technical director shall arrange to inspect the car and report the findings to the protest board for final review.

15 - The Protest Board's decision will be furnished to both parties in writing.

16 - Protest Board decisions on technical and driving protests may not be appealed to the Protest Board or Board of Directors.

17 - If the Protest Board rules that the protested item, part, or action is within the IMS 4's rules, 90% of the protest fees will be awarded to the protested.

18 - If the Protest Board rules that the protested item, part, or action is not within the IMS 4's rules, 90% of the protest fee will be returned to the protestor, and the Board will make a penalty decision.

19 - The Protest Board has the power to impose any penalty it deems necessary and appropriate. If a car is found to be illegal, the maximum penalty to be imposed is the loss of points, money, and trophy for the program and all other programs subsequent to the last technical inspection of that car. Parts or components found to be illegal might be impounded by the Board until the end of the season.

20 - Only the protested party may appeal the penalty to the Owner membership.

Technical Protest Inspection

1 - There will be a maximum of five people present at the inspection: two people affiliated with the car under protest (car owner and/or owner's representative); two Tech Committee members (or one Tech Committee member and one Protest Board member); and one protester's representative.

2 - Findings of the Technical Inspection will be forwarded to the Protest Board for decision.

Teardowns

1 - Car owners will not be reimbursed for gasket costs incurred at final ("Season Championship") teardown.

2 - At other times, if a car not under protest is ordered by the Board to be torn down (and found to be legal), the owner shall be reimbursed for gasket costs up to a maximum of \$100.00. A letterhead receipt for parts must be submitted to the Board.

Technical Pre-season and Spot Inspections

1 - All cars must be inspected by the Technical Committee before first competition in events.

2 - ANY car at the racetrack may be subject to a spot inspection at any time.

3 - Any car breaking a track record will undergo a technical inspection at that event and may be subject to tear down.

Membership

1 - The Club is open to membership by all persons having a common interest in racing and promoting 4 cylinder stock automobiles.

Owner membership

1 - The purpose of declaring Ownership of a car is for the monetary remuneration to the registered Owners of all funds due to that car as a result of participation in an event or accumulated during a season.

2 - An Owner member has the right to vote on all technical and safety rules and all the rights of a driver member.

3 - If you have an assigned car number, it will carry over to the next season providing the following conditions are met:

a) You must renew your membership by the first point's race of the next season.

b) The number must be raced by the third point's race of the next season.

c) The Board prior to the third point's race may consider special cases.

d) - Car Number 1 is reserved for the previous season Owner Champion.

e) - Car Numbers 27 is not available out of respect for Billy Foster.

4 - If the above conditions are not met, the car number reverts back to the club for re-assignment

5 - No car number may be changed after the car has timed in.

- 6 - The Technical Committee will inspect all new vehicles, for compliance to the rules.
- 7 - Any car showing up to race is not guaranteed the right to race. Other than a visitor all cars must be registered
- 8 - All cars must comply with basic safety rules.
- 9 - Fines must be paid in order to participate in next event.

Driver/general membership

- 1 - A driver/ member may participate in all racing venues
- 2 - A driver/member may compete for Championship points and season standings
- 3 - A driver/member may vote on competition and club & membership rules, participate in election of directors, sit as a director, and participate on committees when invited.

Visitors

- 1 - A visiting car and or driver may be allowed to participate in one event per race season.
- 2 - The Technical Committee will inspect all visiting vehicles, for compliance to the rules.
- 3 - The Technical Committee may assign a competition equalization weight penalty to be added to the car in order to participate in the venue. That weight must be added to the car prior to timing in or competing.

Current Board Rulings and Advisories

Championship Points

- 1 Driver Championship Points Accumulated by the individual drivers or a team , no back-up/replacement drivers
- 2 Team driving A team consist of two drivers, evenly splitting the season (50/50) that is declared at the start of the race season and is eligible for the Driver Championship
- 3 Owner Championship Points Accumulated by car number regardless of who is driving the car.

Points Structure

- 1 - Trophy Dash: No points (trophy only)
- 2 - Black Flag disqualification No points awarded for that single event
- 3 - Bonus Points 2 additional points for receiving chequered flag in main
- 4 - Heat Race Same points in each heat.
- 4 - Race points table:

Placement (Finish)	Time In	Heats	Main
1	25	10	30
2	23	9	28
3	22	8	26
4	21	7	25
5	20	6	24
6	19	5	23
7	18	4	22
8	17	3	21
9	16	2	20
10	15	1	19
11	14		18
12	13		17
13	12		16
14	11		15
15	10		14
16	9		13
17	8		12
18	7		11
19	6		10
20	5		9
21	4		8
22	3		7
23	2		6
24	1		5

Budget

- 1 - At the start of each race season the Treasurer shall propose a budget to the Board of Directors.
- 2 - The budget will include operating allowances for
 - a) Operating costs for the club
 - b) General expenses
 - c) Facilities rentals
 - d) Operating expenses for Protest, Technical and Driver Committees
 - e) Annual banquet and trophy costs
 - f) Race Night Payout and tow fee payout
- 3 - The budget will forecast sources of revenue from:
 - a) Membership and car registration fees
 - b) Series and race sponsorships
 - c) Track payout and tow money
- 4 - All expenses incurred during the season must be paid within the season.

Payout to Owners

- 1 - At end of season the remaining Club income will be paid by equal division to participating Owners as an Attendance and Sponsorship payout.
 - a) Approximately \$100.00 will be allocated for season budget carry-over to next year.
 - b) First place will receive 30% above equal division
 - c) Second Place will receive \$20% above equal division
 - d) Third Place will receive 10% above equal division
- 2 - In order to qualify for year end Attendance and Sponsorship payout, the Owner must have raced their declared car for 75% of the season point races.

Fees and Dues

- | | |
|-------------------------------------|------|
| 1 - Car Registration | \$45 |
| 2 - Driver/Owner/General Membership | \$30 |

Fines and Penalties and Disqualifications

- 1 - Automatic disqualification if graphite oil, synthetic oil or antifreeze is used in race cars.
- 2 - Automatic disqualification for Sound level exceeding 85 db
- 3 - Any member or member of a pit crew entering the track (inside the wall) during an event, risks a fine and/or disqualification
- 4 - Threats against any member that are regarded as a potential danger or actions of sabotage or behaviours by persons or parties that is deemed by the Board to be detrimental to the betterment of the sport may be brought before the Board. Penalties, if any, may be fines, probation, loss of points and/or money, forfeiture of awards or trophies, suspension or expulsion from the Club
- 5 - Excessive use of foul or profane language will result in a fine and/or disqualification against the Car Owner or Driver.
- 6 - ANY member found drinking or drunk, using or under the influence of drugs in the pit area or anywhere on the track during our race program will be suspended for a minimum of two consecutive racing events. Such use and/or influence shall be determined by a majority of Board members present, with the assistance of Track Security Personnel, if requested by the Board members present. A repeat offence will result in suspension for the one full year.
- 7 - Violation of any rule, by anyone on the pit crew, may lead to the expulsion of the crew member(s) and the car with which they are associated. "Crew" means any person signing in the pit gate under that car number.
- 8 - Drivers not remaining seat-belted in their cars/trucks until race is stopped or official permission to exit is given, except in case of fire or roll over will receive an automatic disqualification.
- 9 - Blatant disregard of black flag for two consecutive laps will result in removal of all Driver and Owner points race night payout for that race program.

10 - Erratic driving will not be tolerated. If your car has a problem, keep out of the way or drive with more caution. A poor handling car or bad brakes is not an excuse for hitting another car. Penalties or disqualifications may be handed out at the discretion of the Board after consultation with the Starter.

11 - Anyone throwing a helmet or objects, or acting in an unsportsmanlike manner, toward a Board member, another driver or Track Official will be disqualified and suspended from competition for one successive racing program.

12 - The Club will not tolerate any driver being overly aggressive or retaliatory or pulling stunts of any kind directed at any driver(s). These actions could result in being sent to the back of the field, getting the black flag and/or probation and/or suspension

13 - It is for the well being of the club that problems must be addressed and rectified before they are given the chance to degenerate into uncontrollable behaviours. Therefore, all drivers are being given this notice as fair warning. Please be advised that any driving deemed to be rough or aggressive by the Driving Committee that causes an incident on the track, will result in a driver being put on probation. If this driver causes another incident while on probation, this will result in a three-race suspension. Further incidents by same driver, may result in being suspended for the year.

14 - Cars under weight after a main event: on first offence verbal warning if within tolerance determined by pit boss, if over or on second offence loss of event points and fine.

15 - Repair of a car under a red flag, penalized to rear of restart.

16 - Except where noted, a fine, penalty or disqualification may be appealed to the Board in writing and will be dealt with at the next regularly scheduled meeting. The decision resulting from an appeal is final.

17 - All complaints about drivers, members of the Club or pit crews are to be submitted to the Board in writing stating all circumstances as clearly as possible. Upon receiving a complaint The Board will investigate and take action as is appropriate.

Guideline for fines and penalties.

1 - Fines are levied against car Owners. Fines are given for actions resulting in a breach of technical rules resulting in achieving an unfair advantage over the competition or any action where the Owner is not in control of the Driver or Pit Crew.

a) The minimum fine is \$50 and loss of owner's points for event,

b) A subsequent fine is \$75 and one race suspension

2 - Penalties (loss of points) are levied against drivers. Penalties are given for actions resulting in a gain of points to a driver or a loss of points to another driver resulting from the action.

a) The minimum loss of points is 50 points; a subsequent minimum penalty is 100 points

3 - Disqualifications are levied against Owners and/or Drivers for that singular event

4 - Expulsions and/or suspensions are brought against any club member or member of a pit crew.

Club spec for tires:

1 - Current Tire - Supplied by Western Speedway - Hoosier 970 series, 23" x 7" x 13 or 14" rim

2 - Maximum of new 6 tires in season, serial numbers to be recorded with tech committee

3 - Replacement of tires above the limit allowed only if damaged tires are inspected at the race event where the damage occurred and approved by the tech committee

Car Race Weight and Adjustments recommended by tech committee

1 - Cars are to weigh a minimum of the engine base weight combined with any appropriate additional weights added to the engine base weight and resulting in the required Car Race Weight.

2 - Weight Additions

a - For an Independent rear end add 0 lbs

b - For a front wheel drive car add 0 lbs

c - For Mixed suspension vehicles (not single model) add 50 lbs

d - For Fiberglass bodies add 25 lbs

- 3 - Minimum Race Weight with deduction/additions - 1800 Lbs
- 4 - No car will be required to weigh more than a maximum race weight of 2500 lbs with driver.
- 5 - At any given time, during a sanctioned event, all cars must weigh their minimum race weight with driver.
- 6 - Maximum of 56% left side weight with driver.
- 7 - On weighing of cars, no topping off of fluids allowed. Parts lost or removed during race cannot be added to achieve weight.
- 8 - Weight must not be added if an instruction has been given to report to the scales. Weight may be added up to the start of main events if no instruction has been given.
- 9 - Weight adjustments are intended to provide a fair and equitable racing venue, but not to give advantage or penalize any one individual or class of car/engine unless it is clearly illustrated that there is an obvious advantage that needs to be addressed and that the current rules do not address.
 - a - No Weight Adjustment shall be implemented until 2 races after a major change of rule or equipment that would affect performance.
 - b - At regular intervals fast lap times for events are to be reviewed to determine if a particular type of engine is at an unfair advantage over other cars in the club. The Technical Committee will review if a weight adjustment is required.
- 10 - The Board of Directors may direct the addition of weight to cars to equalize the level of competition

Engine Base Weights

Minimum car base weights are determined by the engine being used in accordance with the following list.

Currently 1.0 lbs per CC of engine as recommended by members

SEASON RULINGS

ADVISORIES

COMMENTS ON SAFETY

To all drivers and owners

Safety is your responsibility and the club will ask if you understand and are taking responsibility of your own safety. The Club may conduct spot checks as well. What we will do is make you aware of how little protection you actually have and to start that off we'll give you a few reference points with few links to web-sites for you to read.

The first is SFI organization which comes up with methods for companies to certify their safety equipment. These standards cover seatbelts, safety harnesses, drivers suits, gloves, shoes and undergarments. Companies will take these standards and certify their products to a level within the standard.

<http://www.sfi.org>

An example would be driver suits, the levels starting at single layer (SFI 3.2/1) and working their way up through the multiple layers and including protective materials. While this may sound like all this research would allow you to walk through fire, the actual level protection is very minimal and a good illustration is found in circle track magazine reviewing driver suits. The standard establishes the amount of heat

radiation exposure per square centimeter of driver suit. From this the amount of time of exposure until you get a second-degree burn is determined. Please read this article as it is informative and you may consider buying a multilayer suit if it's affordable. You can also increase your protection with protective undergarments. We have seen several fires over the years and this is part of the hazard of racing. Your safety is your responsibility.

http://www.circletrack.com/techarticles/ctrp_1206_the_right_firesuit_drivers_suit_safety/viewall.html

Your helmet is another area of certification which is confusing to many as there are multiple competing standard organizations in the marketplace. Only a few actually develop certification for racing events, one of these being the Snell Foundation standard. SA designations involve how a helmet is struck in a racing situation where an M rating would determine situations involving motorcycle crashes in a road situation. For your safety it is recommended that whatever organization standard is used, it applies to circle track racing. To understand more visit the Snell organization website.

<http://www.smf.org/stds>

Before suiting up and getting in your race-car, ask yourself:

Is my equipment worn, frayed, cracked, scratched, soiled or discoloured?

If the answer is yes to any of these, then your equipment safety under these standards is compromised and will not offer you the advertised protection.

DO YOU REALLY WANT TO USE IT?

Technical Director

INFORMATION

FLAGS

The following colour signals (flags or lights) will be obeyed without question:

Green: Go, race has started.

Yellow: Caution, slow down, and hold your position, NO PASSING.

Red: Emergency, race has stopped, stop your car/truck safely. Stay in car

White: One lap to go.

Chequered: Race is over.

Black: Disqualification, Park car and report to Pit Boss when calm after race

Black w/Yellow Diamond: Mechanical problem, report to Pit Boss

Blue w/Diagonal Yellow Stripes: Hold your position inside of track or outside of track, you are being lapped.

Crossed Flags: Race is at the halfway point.

PRACTICE NIGHTS

Helmets and driving suits are mandatory for all drivers.

Know and obey all flags handled by Flagman

INFORMATION TO REMEMBER

The Club has a good reputation. The camaraderie is excellent. Drivers should conduct themselves in a professional manner on and off the track. Our club has good drivers and great looking cars, and aims to keep it that way.

Owners/Drivers are responsible for all persons (crew and visitors) in their pit areas. Drivers, crews, and visitors are expected to follow all rules and guidelines of the Club and of the Speedways.

If a driver has a concern, he/she should take it to the Pit Boss (or an Club Official if the Pit Boss is not available). The Board of Directors will discuss the matter and a decision made. Note - some matters may take longer to have a decision made. Please read the rulebook carefully.

The Board and its Directors would like to address the problem of questionable driving styles and conduct on the racetrack during events.

The Club believes excellence in racing is our goal and that failure to understand or to abide by the driving rules is not acceptable or excusable, and that any conduct that is "deemed by the Board to be detrimental to the betterment of the sport", may be brought before the Board.

To avoid penalties, we encourage both drivers and their respective crews take the time and the effort to make themselves familiar with the driving rules.

If you have any questions or uncertainties about interpretation of any rule, the Board will be there to assist you.

Drivers/Owners should be aware that SPOT TECHING will be done during the year, and you may be asked to remove parts for inspection (i.e. carburetor).

Your co-operation would be greatly appreciated.

The Board of Directors wishes their members a good season!

How the rule-books are created

Every even year, the Tech committee and the Board of Directors review the current rules and come up with proposed changes for your review. They also look at the direction the club is going and which directions are best for club. This will be presented to you with their reasoning prior to the next rules meeting.

The rule-book is been divided into four parts, the first three are frozen from change for a period of two years.

1 Technical and Construction rules- this is the portion that is governed by the technical committee and covers the aspects of car construction and safety. To aid in understanding two diagrams have been attached, a dimension guide and roll cage requirements.

2 Competition rules - these are the rules that apply to race nights and would be enforced by the pit boss and include the manner in which cars are lined up and ordered, general conduct at the track and how our club conducts itself at the track.

3 - Club and Membership rules - these are the rules about how the club is formed , types of membership and registration, the election of the Board of Directors, committees and their responsibilities, and how we govern ourselves in the year. It also deals with how the members relate to each other in general conduct and in how to settle disputes.

The last part is governed by the Board of Directors and can be changed as required within the race seasons

4 - Current Board Rulings and Advisories - these are the rules that apply to the race season and determine the point structure, the budget and pay out, set the fees for membership, determined fines, penalties and disqualifications, set the tire be used for the year and set the car race weight rules.

Please read through all of these carefully and consult with board or committee members if you do not understand any portion or have concerns with a particular rule.