



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

2015 - 2019 Bomber Rules (Last updated April 2, 2017 rev-3)

RULE BOOK DISCLAIMER

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

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

These rules and regulations are intended as a guide for the conduct of auto racing at Western Speedway and are no way a guarantee against injury, or death to a participant, spectator, officials or others.

The Race Director and/or Technical Director shall be empowered to permit minor deviation from any of the specifications or rules herein, or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements.

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

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

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

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

ALL RULES ARE SUBJECT TO THE INTERPRETATION OF THE TRACK OFFICIALS, ANY EQUIPMENT THAT THE OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. IN THE INTEREST OF FAIRNESS THE RULES MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION.

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



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consider it a violation of these rules. No part is deemed to have been approved by Western Speedway officials by passing through prior technical inspections.

GENERAL INFORMATION

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

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

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

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

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

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

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

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

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

Rules may be subject to change at any time in order to ensure a safe competitive level of competition.

To register a car and obtain a Western Speedway car number please attend the pre-season registration meeting or use the online forms at www.westernspeedway.ca/for-racers/car-registration-online-form

ELIGIBILITY

1. Drivers must be a minimum of 16 years of age or receive approval from Western Speedway.
2. All Drivers and Crew Members under 18 years of age must present a notarized minors release or a minor's release that is signed by both parents or guardians to Western Speedway before they will be allowed in the pit area.



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3. Releases signed by individuals under 21 years of age are not valid.
4. All driver's, must be registered members of Western Speedway in good standing.
5. All entrants must have a valid Western Speedway pit pass. ENTRANTS MUST WEAR THEIR PIT BAND AT ALL TIMES. Pit passes will only be sold at Western Speedway.
6. You must sign in as Driver at the pit gate, and only you can drive the car that night.
7. Multiple Driver teams are allowed. Must be registered and approved by Western Speedway. No driver swaps within a race night.
7. Driver Substitutions are allowed. Western Speedway reserves the right to limit any Driver to a maximum of 2 substitute Drivers per year. All substitutions must be for a valid reason (work, holiday, health, etc) and be approved by Western Speedway.
8. If your car has a catastrophic failure before Qualifying, 1 time per season, you can have another competitor run your # and still receive championship points. No number swapping allowed after qualifying.
8. To receive championship points, a substitute driver must use your car. Having another driver run your # on their car is not allowed.

PROTEST, APPEALS AND COMPLAINTS:

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

TRACK RULES



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



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



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FLAGS

1. ORIGINAL START: You must take the Green Flag at the start of the main event in order to compete in that main event. If you come out once the race has started, without approval from the Race Director, you will be black flagged and parked.
2. On the original start of any race, Drivers must stay double file nose to tail and may not pass until you are past the start/finish line. Drivers on the front row of any race, get one (1) chance on the original start. If the start is waved off, they Race Directors can choose to move them back a row, and the second row will move to the front row. **If you cause a caution on the original start, you will go to the back of the field.**
3. On any start of a race, if a car drops out, the line will move up. Example: If a car on the inside row, say the third place car, falls out of line and cannot start the race, then that row only will move ahead. Same as if the sixth place car falls out, then only the outside row will move ahead.
4. CONE RE-STARTS(if applicable): On cone restarts the flagman will give you the 2 to go sign, then next time around there will be a cone on the front straight. You will choose inside or outside, whatever lane you choose that is where you are going to start. If you change lanes you will be penalized after the race or black flagged. All restarts will be double file, the leader will set the pace. No passing until the green flag or green light comes on. Drivers receiving the black flag will always go to the end of the longest line.
5. GREEN FLAG: On any start or restart, you will always receive the green. If the Race Director does not like the start, he will then throw the yellow, and restart the race.
6. YELLOW FLAG: When a yellow flag or yellow lights comes on, you will slow and maintain your position, you may not pass, failure to do so will result in being put to the back of the field. Under each caution, yellow laps will NOT count. No racing back to the yellow. If you are unsure what position you are in, pull up beside the Driver in question and wait for the Officials to direct you to your proper restart position. If you are involved in or cause a caution, you go to the rear of the field.
7. RED FLAG: Cars must come to a complete, safe stop. NO crew members are allowed on the track during a Red Flag condition, unless permission is given from the Race Director. Drivers are not allowed to move their car off the track on a red flag. Drivers may exit the track, only by permission of an Official or when the track goes to a yellow condition. Failure to abide by this rule will result in a two (2)-lap penalty. Repairs or service of any nature or refueling will NOT be permitted when the race is halted due to a red flag
8. BLACK FLAG: Drivers receiving a black flag will leave the track immediately and report to the Pit Boss in a designated area, failure to abide by the black flag will result in disqualification. At the discretion of the Race Director, a driver may stop being scored after failing to obey the black flag for 4 or more laps.

RACE PROCEDURES AND LINEUPS

1. Time trials will be performed at all Western Speedway events. (Unless otherwise posted) Qualifying will consist of group qualifying or two continuous qualifying laps.
2. Heat Races will be a minimum of eight (8) laps. All heat races will be fully inverted, with even numbered qualifiers in one and odd qualifiers in the other.



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3. Western Speedway officials will determine how many cars will start the A-Main. All Main events will be inverted. The invert will be decided by Western Speedway officials.
4. Western Speedway officials will advise drivers of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.
5. The lineup posted on the pit board when cars entering the racing surface for any race shall be the final lineup. In the event of a car dropping out of the lineup for mechanical reasons, the row will move straight forward.

Breakout Rule

1. All cars must remain above 19.5 second lap times.
2. Any car that “breaks out” will receive a stop and go penalty
3. The break out rule applies to all on track events, except practice.
4. At no time will “breaking out” forfeit your payout.

Points Structure

Qualifying will receive 40 points for 1st, 39 for 2nd, 38 for 3rd and so on.
Heat will receive 20 points for 1st, 19 for 2nd, 18 for 3rd and so on.
Main will receive 60 points for 1st, 58 for 2nd, 56 for 3rd and so on.

Car Construction Rules

COMPETING MODELS & BODIES

1. Open to any 1960 current North American full size passenger car, no vans, convertibles or 4 wheel drives. Minimum wheelbase 101”. Minimum weight 3300 lbs with driver at all times, no tolerance. Minimum ride height 6 “ (inches).
2. All bodies must remain in stock location and height. Aftermarket door skins, front noses, and rear bumper covers allowed. Rub rails allowed must be capped on both ends.
3. Front inner fender wells may be removed, wheel openings may be cut for tire clearance only. Hoods and deck lids may stripped, hood must be secure and have a minimum of three hood pins, and deck lid must have a minimum of two hood pins.
4. Rear spoiler allowed, if not OEM spoiler not to exceed 4 inches in height with 5 inches of material. Spoiler can be no wider than stock quarter panels.
5. Tow hooks front and rear are mandatory.



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6. All cars must retain stock unaltered front and rear firewalls, floor pan, and all other inner panels. All holes in the front and rear firewall must be sealed.
7. All glass must be removed, stock glass windshield ok, windshield openings must be strapped with a minimum 1 1/4" straps or tech approved substitution.

FRAME AND SUSPENSION

1. All frames must be complete and retain OEM specifications and dimensions as manufactured. Rear frames behind the centreline of rear end may be replaced with a fabricated stock equivalent replacement.
2. All suspension components must be stock steel OEM for make and model. Stock OEM ball joint or OEM replacement ball joints allowed.
3. Aftermarket 5-inch springs allowed. Left and right springs must match, wire diameter, coil count and height must be the same. Non adjustable spring spacers allowed, but must be the same height on each side. No weight jacks allowed.
4. Rear leaf springs must be steel. Leaf length, width, thickness and count must be the same. A maximum of one leaf on one leaf stack will be allowed to be shortened. Left and right springs must match, wire diameter, coil count and height must be the same. Coil spring spacers allowed but must be the same thickness side to side. Lowering blocks allowed, but must be the same thickness side to side. No composite leaf springs allowed.
5. Stock sway bar must be mounted in stock location. Must mount with stock mounting hardware and be of equal lengths on both sides, no shimming allowed.
6. Stock, steel non adjustable, non take apart shocks permitted. Front and rear shocks must mount in stock location with OEM mounts and fasteners.
7. A maximum of two (2) inches of camber allowed on the right front wheel. Determined by, measuring the difference between the top of the rim and the bottom of the rim. Shims in the right front upper control arm must be equal in length + or - 1/2". (Example - If one of your spaces is 2", the other one must be 1.5" - 2.5")

ENGINE

1. Maximum 360 cubic inches
2. Any other stock North American O.E.M. cast iron, carbureted produced engine eligible.
3. Make to make swap allowed (e.g. GM to GM, Ford to Ford etc.)
4. Engine mounted in stock location, with O.E.M. stock mount assembly for that engine.



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5. Marine blocks allowed. No other exotic or marine parts. No Zero decking allowed.
6. Engine block, pistons, rods, crank, and combination must match make and model.
7. Stock replacement, Eagle or Scat, rotating assemblies allowed. Must be stock equivalent.
8. Stock heads only. No aluminum or racing heads. No Vortec Heads allowed.
9. Stock or stock replacement valves. Maximum valve size. GM 1.94 intake, 1.5 exhaust, Ford 2.04 intake, 1.66 exhaust. Chry 2.02 intake, 1.60 exhaust. Hardened seats allowed.
10. Replacement screw in studs, guide plates allowed to save head(s).
11. No deburring, polishing, porting, port matching, sand blasting, acid etching etc.
12. Remainder of head must be stock.
13. Stock cast iron intake manifolds only. No Bowtie or marine type manifolds allowed. No High Rise Manifolds allowed. 4 barrell manifolds will be allowed an adapter to 2bbl rochester. Adapter and gaskets must not exceed 1 3/8". 2bbl rochester carburetor is mandatory on all non-crate engines.
14. CAM: maximum 460 lift, flat tappet hydraulic cam and lifter set.
15. Stock 1.5 ratio rocker arms only
16. PISTONS: stock O.E.M configuration. Flat top maximum.
17. Steel fan blade only. No viscous drive, clutch type, fiberglass or plastic.
18. Seal right valve cover and install breather(s) in left valve cover.
19. No Bow Tie, SVO, MOPAR etc. performance or racing parts.
20. Alternator optional.
21. Circle Track Crate Engines 602 (CT350 350 HP) allowed. Will be required to run a 7/8" restrictor plate, supplied by Alien Race Cars (1-250-477-8444) contact tech for more information if using this option

BRAKES

1. Must have stock OEM operational four wheel brake system. .

REAR ENDS



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1. Stock OEM rear ends only, must be stock for make model and year. Open rear ends only, no locked rear ends allowed. Must have functioning, non altered Spider Gears.

TRANSMISSIONS & CLUTCHES

1. Transmission must be OEM production, manual or automatic. All gears must be in working order. All transmissions must have a reverse gear.

2. Automatic transmissions must have a fully operational torque converter. Torque converter must be 10" or larger. No direct lockup transmissions allowed.

3. Stock OEM type clutch assembly only, minimum 10 1/2" single disc clutch.

4. Stock OEM steel flywheels only.

5. Transmission cooler and oil lines must be enclosed in a steel line if run through the driver's compartment.

BELL HOUSING

1. An approved scattershield is highly recommended. .

2. If a scattershield is not used, all transmissions, manual and automatic must have a 180 degree coverage. With a minimum material to be 5/16 inch nylon web or 1/4 inch steel or blanket.

DRIVESHAFTS

1. One piece steel drive shafts only.

2. It is mandatory that two 1/4 inch x 1 1/2 inch steel driveshaft hoops, front and rear be installed in a safe manner. Chain may also be used.

3. All drive shafts must be painted white.

WHEELS AND LUGS

1. 7" x 15" ONLY. Racing wheels recommended.

2. Wheel studs must protrude past lug nuts. 1-inch lug nuts mandatory. 5/8" studs recommended

TIRES

1. Take-off Hoosier 970's. Each car will be allowed to buy a maximum of 2 new tires per season.



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2. Tire softening or soaking is not permitted. Penalty for tire soaking, will be loss of points and money/fine and or suspension.

IGNITION AND BATTERY

1. Stock OEM Ignitions only.
2. Battery must be mounted in a sealed covered and vented battery box that is located in a safe manner with protection for the driver and others. Angle iron box frame or equivalent required, no wood.
3. All electrical switches must be located within easy reach of the driver.
4. A labeled on/off master switch is required, and must be connected to the battery cable in such manner that would cut all electrical power to the car and be located in the driver's compartment so that it is accessible from both sides of the car.

EXHAUST

1. Stock cast iron exhaust manifolds or 1 5/8" maximum tube size headers. No stepped, crossover, or 180 degree headers allowed. Must run dual exhaust, no 2 into 1 exhaust systems.
2. Mufflers mandatory, exhaust must extend past the driver's compartment.
3. All cars must be no louder than 90 decibels at 100ft. No exceptions.

RADIATOR

1. Radiator must be stock appearing and remain in stock position.
2. Aluminum radiators are permitted.
3. A fan shroud must be installed if using a steel fan.
4. An overflow catch can connected to the radiator overflow is mandatory.

ROLL CAGE AND PERSONAL SAFETY EQUIPMENT **GENERAL SAFETY**

For all safety devices it is the responsibility of the driver, not Western Speedway, its officers, or its agents to ensure his/her safety device systems are correctly installed, maintained, and properly used at all times. As with safety items, Western Speedway strongly recommends that the driver fully study all manufacturer's installation and usage guidelines and adhere to these recommendations to the highest extent possible.

ROLL CAGE



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OPTION 1-UPRIGHT CAGE (Contact tech for approval of this option)

1. All welds must be proper and cages must be approved by Head Tech. All cage bolts will be a minimum 1/2" bolts with suitable nuts and washers. All cage pipes will be a minimum of 2" outside diameter steel pipe, 3/16" minimum wall thickness. Drivers side upright to be minimum 3" x 3/16". All pipes that are joined will be welded. The roll cage may also consist of the following.
2. Must have two uprights welded together with one cross pipe. One upright will be directly behind the driver's seat and the other upright will be in the passenger seat area. The cross pipe needs to be level and a maximum of 4" from the roof. Uprights must be flanged and bolted to the floor and the roof with a minimum 6" x 6" x 3/16" steel plate. A minimum 3 bolts per flange with suitable nuts and washers is required. Both uprights must be back braced by steel pipe. The back brace is to be welded to the upright near the cross bar and welded to the frame at the other end. Instead of welding to the frame you may use a minimum 6" x 6" flange and bolt the back brace to the rear floorboards or the base of the rear firewall within the interior compartment. A minimum of two 1/2" bolts per flange with suitable nuts and washers is required.
3. A cross brace must be installed from the driver's side to the passenger's side behind the driver's upright. This cross brace must be flanged and bolted through the door bar and the passenger side door (And quarter panel if applicable). Flanges are to contact both doorposts. Minimum two 3/4" bolts with suitable nuts and washers on each flange.
4. A dash bar must be installed from the driver's doorpost to the passenger's doorpost, above the steering column. This dash bar must be flanged and secured on both ends. The steering column must be chained securely to the dash bar.
5. Drivers side door must have minimum 8" C-channel. Ends must be angled.
6. All bars within reach of driver must be padded.

OPTION 2-FULL CAGE

1. Standard roll cage required. All roll cage bars must be a minimum of 1 3/4 inch outside diameter tubing of a minimum .095 wall thickness. Gussets are compulsory on all roll cage and door bar joints. All bar joints must be electric welded. Galvanized or Aluminum material is NOT allowed. The roll cage must have a minimum of three door bars on the left side and a minimum of two door bars on the right side of the car. The main roll cage hoop must be no further back than the "B" pillar. All full framed cars main roll cage hoop must be welded to the frame. Back bracing of roll cage may be welded to rear frame one per side in front of rear frame kick up. Extra forward bracing of roll cage may be welded to frame behind upper control arm mounts in a maximum of 2 points.
2. All bars within reach of driver must be padded.

FUEL CELL AND FUEL LINE



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1. Fuel cell shall be securely mounted behind rear axle in the trunk area.
2. Fuel cell must be mounted no lower than the lowest point of the stock trunk pan. Minimum 12" off ground
3. A steel framework, welded to the frame or cage, must be used to mount the fuel cell. The framework must be fabricated from a minimum of 1"x 1" .083 square tubing.
4. Two straps longwise and two straps crosswise across the top of the fuel cell. The material for these straps must be a minimum 1"x 1" .083 square tubing or 1-1/2" x 1/8" steel strapping.
5. Fuel cells must be bolted to the framework.
6. Fuel lines must be enclosed in a protected conduit (steel tubing), if run through the driver's compartment.
7. Electric fuel pumps allowed. Must have a E with number.
8. Only OEM type mechanically driven fuel pump allowed. Fuel pump must mount in stock location.
9. Glass fuel filters are not permitted.

PROTECTIVE

1. It is required that at all times, the driver wear a driving suit and gloves of fire resistant material that effectively covers the body. Fire resistant shoes, socks, head sock and underwear are recommended. Drivers suits with rips, tears and holes will not be permitted.
2. It is recommended that that the driver's suit be the best quality fire protection available.

HELMETS, HEAD & NECK RESTRAINTS

1. Recommend that drivers should wear a helmet carrying a least a valid SA 2000 standard Snell and/or SFI 31.1 or 31.2 sticker. M rated helmets will not be permitted.
2. Full face helmets with Lexan face shield recommended. Nomex helmet skirt and Nomex covered chinstrap recommended.
3. It is recommended that all drivers wear a neck and head restraint system.

SEAT BELTS

1. It is highly recommended that the driver carefully study the seat belts manufacturer's installation.
2. Seat belts must be a five point system.



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3. A Quick Release seatbelt no less than 3-inches in width is compulsory. Both ends of the lap belt must be fastened to the roll cage with high quality bolts, not less than 3/8-inch in diameter..
4. Shoulder harness must be no less than 3-inches in width and must come from behind and below the top of the driver's seat. Where the harness crosses the roll cage, it must bypass through a steel guide welded to the cage in a manner that will prevent the harness from sliding side to side. No inertia reels are permitted.
5. A center crotch belt must be used. It must be a minimum of 2-inches wide and mount to the roll cage seat mount.
6. Where the belts pass through the seat edges the edge must have a grommet or be rolled so as to prevent the belt from being cut.
7. All belts must connect in a single latch, at the lap belt. Latch must be approved quick release type.
8. Belts older than 5 years must be approved by tech. No belts older than 10 years will be allowed.

SEATS

1. A manufactured aluminum racing seat is required.
2. Seat must be mounted with a minimum of 3/8-inch grade 5 bolts. Two bolts must be located at the top of the seat and two on bottom.
3. It is recommended that the seat also offer rib protection and have leg extensions.
4. Headrests recommended on both sides.

WINDOW NET

1. A window net is mandatory, rib style or mesh is allowed. The net must be permanently mounted at the bottom and have an approved quick release at the top.
2. Window net must be within five years of manufactures date.
3. Window net must have manufacturer's date and tag or it will not be permitted.

APPEARANCE & NUMBERS:

All cars must be bright in appearance with contrasting numbers. Numbers must be least 18 inches high and 3 inches wide and be legible from sides of car and roof. Roof numbers to be read from the passenger side of the car. Numbers will only be issued by Western Speedway. Submit your Tower cards to reserve your number.



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Any part or equipment found during an inspection or any other time, that does not meet applicable Western Speedway standards must be surrendered to WESTERN SPEEDWAY Tech Officials at that time, and will not be returned. Failing to not give up the part or parts will result in a fine, and/or loss of points and/or suspension.

Western Speedway Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of passing through inspection,

WESTERN SPEEDWAY Officials recommend that you carefully study the Western Speedway rulebook in order to be familiar with all aspects of racing. If you are considering a part for modification or procedure not covered in these rules, contact Western Speedway Tech Official before proceeding with any purchases or modifications. If you have any questions regarding the rules set forth, contact the Western Speedway Tech Official.

In keeping with Western Speedway's commitment to maintaining proper balance in the competition arena, it may be necessary for Western Speedway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition.

Western Speedway's goal of a full starting field of various makes in each race, that are equally matched as possible is certainly in the best overall interest of the sport.

31. EIRI: (Except in rare instances) Decisions of Western Speedway Officials are final and binding without exception.