



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

Western Speedway Mini Figure 8 Rules (last updated April 2, 2017 rev-2)

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 12 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.

POINTS

1. Any car which times in will earn 10 points.
2. Heats will be lined up as per qualifying order (slow/fast heats)
3. Slow Heat will receive 15 points for 1st, 14 for 2nd, 13 for 3rd and so on.
4. Fast Heat will receive 20 points for 1st, 19 for 2nd, 18 for 3rd and so on.
5. Main will receive 50 points for 1st, 48 for 2nd, 46 for 3rd and so on.

CAR CONSTRUCTION RULES

ELIGIBLE VEHICLES:

1. Any make of passenger car or station wagon that is of unibody construction (no full frame cars) with a 104" or shorter wheelbase. Engines will be a maximum of 4 cylinders. No rear, mid or rotary engine cars allowed.

PERSONAL PROTECTION:

(A) All Drivers must wear a Snell 95 or newer helmet (Snell 2000 is recommended). Goggles or a face shield must be worn. Neck braces are recommended. Belts cannot be older than 10 years, older than 5 years are subject to tech approval and must have SFI tag on them. If no tag, they will be considered too old.

(B) All Drivers MUST wear Proban or Nomex coveralls or a driving suit in good repair.

(C) A properly mounted minimum 3" lap belt, 3" shoulder belts, five-point racing harness will be worn at all times when on the track. Anti-submarine strap is not optional.

(D) All cars must have approved safety netting in the driver's window. Window nets must release downward from the inside of the top of the driver's door with a spring or metal seat belt clip mounted inside the car. Minimum 3/8" steel round stock and hose clamps top and bottom. Trunk torsion rods are suggested.

(E) All vehicles MUST have a charged 1.87 lb (minimum) ABC fire extinguisher accessible in their pit area.

STRIP CAR:



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(A) ALL combustible material, glass, plastic, ornaments, chrome trim, lights, bulbs, etc, MUST be removed except for the windshield and driver's inner door panel. If door panel is removed the door must be padded. Stock dash may remain intact.

CLEAN INTERIOR:

(A) Vehicles must be clear of loose objects such as broken glass, plastic debris, loose bolts and screws, etc.

B POST REINFORCEMENT:

(A) Some cars may require a 3/8" x 2" steel flat bar bolted to the outside top of the driver's upright and be bolted or welded to the driver's door bar.

SHEET METAL:

(A) No removal of sheet metal from interior of passenger compartment, except as needed for installation of bars. Front fender wells, inner hood and trunk skins may be removed. Door hinges may not be removed. Rusted floorboards must be patched with equivalent gauge sheet metal. All unnecessary holes in the firewall and floor must be patched with suitable sheet metal.

HOOD, DOORS, AND TRUNK:

(A) MUST be bolted or chained safely shut. Doors may be welded.

(B) Hood to be secured with up to 4 hood pins up to 1 inch maximum diameter. Ready rod suggested. Front pins may extend through the rad support. All 4 pins may be attached to the frame but no gussets or back bracing is permitted. Maximum hood washer size is 6 by 6 inches.

(C) Inner and outer hood skins may be bolted together with up to eight 3/8" bolts and equivalent washers.

(D) 2 holes are required in the hood (One above each valve cover) large enough for a fire extinguisher nozzle. Minimum 7" x 10".

(E) Wheel wells may be bolted together with maximum five 3/8" bolts and equivalent washers cut flush to the nut.

(F) 1 replacement fender or quarter panel (or equivalent sheet metal) may be added over top of the original damaged panel.

(G) Trunks may be secured with up to 4 ready rod pins up to 1 inch maximum diameter. All four pins may be attached to the frame but no gussets or back bracing is permitted. Trunk must not be welded.

BUMPERS:



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(A) Front and rear bumpers on all vehicles must have chain, welded or bolted on both sides of the frame horns, and then securely welded or bolted to the bumper. Bumper shocks may be welded or bumpers may be pinned (Max 1 inch ready rod max 4 inches from frame horn) but no pinning is to extend beyond the bumper. Bumpers must be stock type car or truck bumpers. Holes may be cut in the floor plan and chain looped through holes and bumpers to secure them in place.

DOOR BARS: Driver and Passenger doors must be reinforced with steel bars

(A) Channel iron, box steel or I beam. No angle iron.

(B) Door bar to be minimum 8 inches high on driver's side.

(C) Door bar to be minimum 6 inches high on passenger side.

(D) Door bars must extend a minimum of 4" past the front of the driver's door and extend far enough back to allow it to bolt to the rear cross. Wheel well to wheel well is recommended.

(E) All sharp edges must be blunted. Door bars are to be beveled ends.

PASSENGERS:

(A) 5-point racing harness is mandatory.

(B) Seat to be bolted the same as the driver's seat.

(C) Dash bar for passenger to hold on to.

(D) Window net.

(E) Battery to be relocated behind Passenger.

(F) 8" passenger side door bar.

(G) Upright directly behind passenger.

DOOR BAR BOLTS:

(A) A minimum of four 5/8" bolts with suitable nuts and washers are required to bolt any door bar on. These must be bolted through the entire door/fender, not just the door skin. These bolts may be used to secure the dash bar, or rear cross bar.

(B) The front bolt is to go through the front fender and the foot box.



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- (C) The second bolt is to go through the door near the hinges.
- (D) The third bolt is to go through the rear cross bar.
- (E) The fourth bolt is to go through the rear cross bar and the rear door or quarter panel.
- (F) No bolts are to extend beyond the outside of the door bars

OIL & TRANSMISSION COOLER LINES:

- (A) Oil and transmission fluid coolers, if used must be mounted to the firewall inside the engine compartment.
- (B) Automatic transmission lines must be joined with suitable material and be double clamped.
- (C) Oil pressure gauge supply line must be steel, brass or copper only. Plastic lines are not permitted.

RADIATOR:

(A) Radiator must be mounted in the stock location. Expansion tanks and electric fans are optional. All fans must be covered with a Tech approved shroud. Radiator and/or fans may be removed. An expanded metal or wire mesh screen may be installed in front of the radiator. Screen may not extend beyond the frame horns. 3" x 3" x 1/4" angle iron may be installed along the top and bottom of the rad support. Maximum 2" square or round tubing may be mounted from the rad support to the frame. Maximum 2" angle iron or flat bar may be welded from the rad support to strut towers or firewall.

SEAT:

(A) Driver's seat must be a high bucket without removable headrest or a tech approved racing seat. It must be securely bolted to the floor and fastened to the driver's upright.

ROLL CAGE:

(A) Minimum four-point cage is mandatory. 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 other 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 cross bar may be sleeved with a minimum 6" long 3/16" wall thickness 2" inside diameter pipe and two 1/2" bolts.

(B) 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 for top and bottom uprights..



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(C) Both uprights **MUST** be back braced by steel pipe, bolted to the rear floorboards, or the base of the rear firewall. Minimum two 1/2" bolts per flange with suitable nuts and washers.

(D) 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 both door bars. Flanges are to contact both doorposts. Minimum two 5/8" bolts with suitable nuts and washers on each flange.

(E) 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 bolted on both ends with a minimum 5/8" bolts with suitable nuts and washers. The steering column must be chained securely to the dash bar.

(F) A Stock car cage may be used, subject to Tech pre-approval as to the material thickness and the method of mounting.

(G) Anywhere that may contact the driver must be adequately padded.

WINDSHIELD:

(A) Stock windshield in good repair is preferred. Lexan replacement or maximum 1" expanded metal or 1" wire mesh replacement allowed. Securely mounted replacement must extend from the driver's side window upright post, past the center of the windshield opening. No open faced helmets permitted if using replacement windshields.

(B) A minimum 1/8" x 2" metal bar must be bolted vertically in the center of the outside of the windshield.

GAS TANK:

(A) Most stock tanks mounted ahead of the rear axle are permitted. Other tanks must be replaced with an approved gas tank is an approved fuel cell or a metal boat tank.

(B) Gas tanks located in the trunk must be securely mounted under the back window ledge with a minimum 1/8" x 2" band of iron placed through the handle across the top. Rubber must be placed between the strap and the tank. The tank must be a minimum of 18" from the rear of the trunk. Tanks must not move. An angle iron base frame is mandatory and must not reinforce any other part of the vehicle. A minimum 4" drain hole is required in the lowest part of the trunk floor.

(C) A sheet metal firewall (flash shield) must completely seal the trunk, and the gas tank from the interior of the car or the tank may be sealed in a metal box. (If the tank is sealed in a metal box it may be mounted inside the passenger's compartment.)

(D) All fittings must extend from the top of the metal boat tank. Fuel lines inside the vehicle must run continuously inside a garden hose, or hose of similar protection for the whole length of the interior.



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(E) Any vehicle with an electric fuel pump will have a capital "E" beside their number on the sign. A battery shut off switch must be mounted to the driver's side upright and be readily accessible to the safety crew, in the event an emergency shut off is required.

(F) Gas tank must be accessible for inspection by way of an inspection hole or trunk opening.

REAR END:

(A) Rear wheel drive cars may change rear end between corporations . Locked rear ends are allowed.

BATTERY:

(A) Batteries must be securely mounted in a metal battery box (recommended) or a marine battery box in good repair, with sufficient padding inside and bolted solid with 4- 1/2" bolts inside the vehicle within the frame rails. The battery box must be securely fastened to the floor.

CARBURETOR, FUEL INJECTION, FLAME ARRESTOR;

(A). A carburetor, Fuel Injection air cleaner or suitable flame arrester is required, but this may not extend through the hood. No high rise adaptors or wooden adaptors allowed

TIRE & WHEELS:

(A) No Forklift tires, studded tires, retread tires or racing tires permitted. No home fabricated or redrilled wheels and no unilug rims permitted. Other than that you may use any rims with DOT street tires that you can fit into your wheel wells. All wheel studs, lug nuts and stud seats are to be in good condition.

FRAMES:

(A) Sub frames may not be reinforced. Equivalent gauge steel may be used to repair broken sub frames.

DRIVE SHAFT HOOPS:

(A) Drive shaft hoops on rear wheel drive cars are mandatory. Hoops MUST be located approximately 12" back from the front end of the drive shaft. Hoop helps prevent a broken drive shaft from digging into the track.

EXHAUST:

(A) Exhaust pipes are to extend 24" past the driver's seat. No open headers, mufflers are mandatory. Must not be louder than 90 decibels at 100". Must have a 3" hole in the hood over the exhaust manifold.

SUSPENSION:

(A) Stock front springs/struts only. Replace broken or damaged springs/struts with original OEM or equivalent.

(B) OEM or equivalent shocks only. No air shocks. Shocks are to be mounted in stock location only.



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(C) Pulverized suspensions may be "jury rigged" to make the car work. This modification only after the suspension has been damaged beyond repairing.

(D) Stock sway bars may be preloaded or heated. Sway bars may be attached to "A" arms.

(E) Tie rods may be reinforced.

ROOF SIGNS:

(A) Must be securely mounted on the roof of the vehicle.

(B) One, Two digit numbers only. In the event of a transponder system failure the numbers will be scored visually.

(C) Be as creative as you like but remember what was said in point (B).

(D) Numbers should be a minimum 14" high, 2" thick and 7" wide. And be of contrasting colors from the roof sign itself. All vehicles must have a number on both sides of the roof sign.

TECH:

(A) All vehicles will be subject to a Tech and safety inspection. If your vehicle fails tech inspection any shortcomings will be explained fully allowing you an opportunity to expedite repairs. In some cases, if repairs can't be made, your vehicle may not race.

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 apart 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



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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.

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