



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

## **Rules Western Speedway Street Stock Stock Cars** (last updated 2015)

THESE RULES SUPERSEDE AND REPLACE ALL PREVIOUS RULES

### **RULE BOOK DISCLAIMER**

The Rules and Regulations set forth herein are designed to provide for the minimum acceptable standards for Street Stock Stock Car construction, equipment specifications and safety. These Rules and Regulations shall govern all Street Stock Stock Cars participating in any and all events.

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

THESE RULES AND REGULATIONS ARE INTENDED AS A GUIDE; AND IN NO WAY GUARANTEE AGAINST INJURY OR DEATH OF A PARTICIPANT, SPECTATOR, OFFICIAL OR OTHERS.

### **STREET STOCK STOCK CAR MANDATE**

The Island Stock Car Racing Association promotes a greater interest in Street Stock Stock Car competition, to enable new and experienced drivers and car owners to compete in their own class, and enable those with moderate means to participate, without spending a lot of money for race equipment.

### **MEMBERSHIP**

Island Stock Car Racing Association Membership is \$150.00 per year per car at the beginning of the year and includes car number, driver and 4 crew members. Each additional crew member is \$30.00. Membership includes the right to vote on club matters. Membership after the year starts will be \$25.00 per race per car deducted from payout until a maximum of \$150.00 is reached.

### **ISLAND STOCK CAR RACING ASSOCIATION**

President - Dave Reside 250-514-4694 [swamperdave@shaw.ca](mailto:swamperdave@shaw.ca)  
Vice-President - Kevin Knight

### **ELIGIBILITY OF DRIVERS & BACKUPS**

1. The Street Stock Stock Car class is open to any driver regardless of experience or championships won.
2. All Street Stock Stock Car drivers must be registered members of the Island Stock Car Racing Association and be in good standing.
3. Visiting drivers will be allowed to compete in (1) one race meet (but not the Championship Race) before complying with the Island Stock Car Racing Association Rules. They can finish NO higher than FIFTH place in the main event. They must also be a member in good standing at their home track.
4. Drivers under 19 years of age must have a completed and signed consent form from a parent or guardian. Consent forms are available from Western Speedway. Said document must be in the hands of Western Speedway



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Officials before participation of said driver will be allowed. Western Speedway will monitor this driver and if it is deemed that they are a danger to themselves or others, their driving privileges will be suspended.

5. Western Speedway Officials may require a driver to undergo a physical examination before being allowed to compete at Western Speedway.

6. Driver changes during Island Stock Car Racing Association events are NOT allowed; except for a medical emergency and approved by Island Stock Car Racing Association Officials. Number swaps are NOT allowed; the car that you bring through the back gate the first time, is the only car that is eligible for competition in that day's racing events.

7. Each driver is permitted a backup driver (2) two times per year. Backup drivers must be pre-approved by Island Stock Car Racing Association Officials prior to the day's racing events. Backup drivers may only be used if the regular driver is sick, injured, on vacation, has work commitments, or under special circumstances that are approved by Island Stock Car Racing Association Officials. If a backup driver that is not approved drives; the original driver will NOT receive the points or money from that race. Teams with two drivers are allowed but must be registered with the Island Stock Car Racing Association at the beginning of the year. Each driver must drive 50% plus or minus 2 of the races and drive no more than 2 consecutive races. No backup drivers allowed for driver teams.

8. ALL ENTRANTS MUST HAVE AND WEAR THEIR PIT PASS AT ALL TIMES.

9. To compete in a Championship Race, a car and driver must have competed in a minimum of (3) three races during the season to be eligible.

## **STREET STOCK STOCK CAR CLASS RULES**

### **GENERAL**

1. INTERPRETATION OF THESE RULES AND REGULATIONS IS LEFT TO THE DISCRETION OF THE ISLAND STOCK CAR RACING ASSOCIATION TECH. OFFICIALS. THEIR DECISION IS FINAL.

2. The Island Stock Car Racing Association Rules will not be subject to change during the racing season unless they are related to Safety issues. These Rules are subject to minor changes at the Tech. Officials discretion. Island Stock Car Racing Association Officials may, if necessary; update, modify, add, or delete rules as required for safety.

3. Drivers, owners and crew members must race under Island Stock Car Racing Association Rules and may NOT join another association or sanctioning body to circumvent or avoid the rules.

4. Although the Street Stock Stock Car Class is designated to be an entry level class, competitors are reminded they are racing before the paying public, the same as the more expensive classes. The lack of professional attitude, conduct, appearance of car, driver, crew or others, WILL NOT BE TOLERATED.



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5. It is the responsibility of the driver to see that their race car completely satisfies the Island Stock Car Racing Association Rules, including but not limited to safety rules; whenever such driver participates in any warm-up, practice or competitive laps.

6. All race cars are subject to inspection by Tech. Officials prior to being allowed on the track, at any time during the race program or after the main event.

Tech. Officials have the authority to refuse any car the right to practice or race.

7. Approval of an Island Stock Car Racing Association Stock Car by a Tech. Official shall mean that the race car is approved for participating in a competitive event. Approval to compete shall NOT be construed in any way to mean that the inspected Island Stock Car Racing Association Stock Car is guaranteed to be mechanically safe or sound. Be it further declared that the Tech. Officials shall NOT be liable, nor shall Island Stock Car Racing Association be liable for any mechanical failures, nor any losses or injuries resulting from same.

8. The driver and car owner must declare what is in the engine or running gear if requested to do so by the Tech. Officials and remove parts as requested. If removal of parts is required a maximum of (3) three made up of crew members, drivers, or owners will be allowed in the inspection area with Officials.

9. Failure to co-operate with Tech. Officials, will result in the race car being deemed illegal and may be disqualified, fined and/or suspended. Refusing a Safety or Tech. inspection may result in a (1) one year suspension of the car, driver and owner from the date of refusal.

10. Race cars found illegal will be subject to loss of position, points or money and be disqualified, fined and/or suspended.

11. Failure to pay a fine will result in loss of points, trophies, disqualification and/or suspension of driver, owner and crew until fine is paid.

12. The "Stock" in Street Stock Stock Car means "Stock". Parts must be stock for make, model and year of car with exceptions only as listed in this rule book. Examples: dropped S-10 spindles did not come stock on a 1979 Monte Carlo; 1986 Buick G.N. rear end housing did not come stock on a 1981 Buick Regal. Just because a part fits a car or is advertised as "a stock replacement part" does not mean that it is legal. If in doubt check with Tech. Officials first, before using.

**IF RULE BOOK DOES NOT SAY YOU CAN DO IT; DON'T DO IT. IF YOU FEEL THESE RULES ARE TOO RESTRICTIVE; FIND ANOTHER CLASS TO RACE IN.**

13. IT IS THE DUTY OF ALL DRIVERS, OWNERS, AND CREW MEMBERS TO BRING TO THE ATTENTION OF THE ISLAND STOCK CAR RACING ASSOCIATION OFFICIALS; ANY UNSAFE EQUIPMENT OR PRACTICES, OR ANY RULE INFRACTION OF ANY CAR, DRIVER, OWNER, OR CREW MEMBER.

14. The Island Stock Car Racing Association Rule Book must be accessible in your pit area at all Stock Car races or you will be fined \$25.00.



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15. The top 5 (five) finishers of the main event must report to the front stretch. Failure to do so may result in loss of position, points or money.

16. Any driver qualifying one second slower than the fastest car will start at the back of the pack and receive no passing points.

17. All Rookie drivers must start at the back of all events for the first two (2) weeks of racing. All Rookies must have a yellow stripe on the back bumper.

### **CAR BODY**

1. North American Stock Production cars only. Factory specifications. No pickups, convertibles, station wagons, Camaros or Firebirds. Minimum wheelbase must be 108 inches. Minimum ride height will be 4 1/2 inches with the exception of "Nova style leaf sprung cars" which are allowed minimum 4 inch ride height measured at lowest part of frame. NO body swaps allowed, not even within corporations; WITHOUT PRIOR APPROVAL OF ISLAND STOCK CAR RACING ASSOCIATION TECH. OFFICIALS.

2. All cars must weigh 3200 pounds minimum with driver before and after any race event. All cars allowed up to a maximum of 55 per cent left side weight and 48 per cent rear weight before and after any race event. Any weight added to the car must be securely mounted, must be painted white and be marked with car number. The weight must be attached with a minimum of (2) two (1/2) one half inch bolts or ready rod. Weight and mounting hardware must be no lower than 5 inches from the ground. Weight may not be added in the driver compartment. TUNNELLED SARATOGA CARS BUILT PRIOR TO 2003 MUST MEET ALL ISLAND STOCK CAR RACING ASSOCIATION RULES AND ARE ONLY ALLOWED A MAXIMUM OF 47 PER CENT REAR WEIGHT.

3. Body, floor and firewall must be stock in structure and appearance, complete with stock bumpers and header panels. Front fender wells and inner hood skin may be removed. Front fenders may be gutted. Doors, front fenders, quarter panels may be fabricated but must be a minimum of 20 gauge steel, must be stock appearing and be securely fastened. Bumper straps are required on front and bumpers where possible. Rear trunk lids may be gutted. Aluminum hoods and trunks lids are allowed if they are production for year, make, and model of stock car being raced, but may not be gutted. Rear fender wells and trunk floor may be removed up to the centre line of the rear axle. Aluminum bumpers (any stock production) are allowed but must fit within confines of the body. Monte Carlo plastic noses and tails are allowed and may be altered to fit.

4. All unnecessary firewall holes must be patched with steel sheet metal. No removal of any sheet metal from the passenger compartment. Stock dashboard may be removed, but must be replaced by a full metal dashboard running the full width of the stock dashboard.



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5. Bodies, fenders and doors must be mounted at stock height and location. NO TOLERANCE ALLOWED. NO chopping, channelling or altering from stock appearance. NO shortening of window posts. The body must match the frame year and make. Rubber body mounts may be removed and shorter bolts may be installed. Gutting of stock rad support allowed. Fabrication of tube rad support allowed. Rad protection may be added such as screen or nerf bars, but must not extend past bumper or above hood. Aluminum racing rads allowed. Minimum 3.78 litre catch can is required.

6. Spoilers are allowed and must extend no more than 4 inches in height from trunk lid. Spoiler must not extend past the edge of the quarter panels. Rub rails allowed and must be made of 1 inch by 2 inch square tube, must be tapered at both ends with welded caps and be mounted approximately 18 inches from the ground. All doors must be welded, bolted or pop riveted in a secure manner. Hood and trunk lids must be secured in a safe manner using hood pins, hinges or both.

7. A steel fire wall or flash shield must completely seal the trunk compartment from the driver compartment.

8. Stock windshields or Lexan are required. NO Plexiglas allowed. Two (2) 3/4 inch evenly spaced tube reinforcement bars are required inside the windshield. NO right side door windows allowed. Quarter windows allowed. Rear windows allowed but cannot have dark tint or obstruct vision through car with lettering, graphics or decals. All other glass, trim, ornaments, horns, lights, bulbs, combustible materials and loose objects must be removed. Outside mounted rear view mirrors are NOT allowed. Maximum of 2 rear view mirrors are allowed but must be mounted within the body lines of the car and must be mounted in the centre or left side of the car. NO mirror will obstruct vision through the car. NO right side mirrors. NO truck size mirrors.

9. Battery must be mounted in a safe and secure manner. Any battery mounted inside the car must be in a marine type box. Battery cables running in the passenger area of the car must be mounted in a safe and secure manner. A battery night switch or master On/Off switch is required, must be mounted to the right rear side of the roll cage main hoop, must be easily accessible from the outside of the car, and must be clearly marked On/Off. The positive battery cable must be mounted to this switch; NOT the negative or ground cable.

10. All cars must be painted and neat in appearance at all times. Suggestive or rude remarks are NOT to be painted or placed on cars.

11. Numbers must be painted on both sides of the car a minimum of 18 inches high, on the roof a minimum of 24 inches high, and a minimum of 3 inches wide. All numbers must be of a contrasting colour to the body, and easy to read. Vinyl numbers and letters are allowed. Sponsors names and other lettering must be neat and not interfere with the numbers.

12. Street Stock Stock Car numbers are issued by Island Stock Car Racing Association. Last years numbers may be obtained at the January meeting. Numbers not raced or purchased during the last race season will be declared open after the final race of that season. No numbers over 99 will be issued or run.

## **FRAME, FRONT CHASSIS, BRAKES, SHOCKS**



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1. Stock frame only. NO re-enforcing, boxing, or X-ing of the frame allowed. Your frame must be O.E.M. stock including datum point measurements and stock location of suspension mounts. Uni-body type cars may connect front and rear sub frames. Rotten rear frame horns on metric cars may be reinforced, or any portion may be replaced with a fabricated replacement not to extend forward further than centre of axel. Any such fabrication must ensure protection of fuel cell. Rotten Nova rear sub frames may be fabricated but front spring pads must be in stock location and rear shackle mounts must be at stock datum points in both height and width.

2. All front suspension and steering components, other than springs, must remain stock for make and model of car, with stock bushings (same as stock Urethane bushings allowed) and mounted in stock location with stock diameter bolts. Drilling out of idler arm and mounting holes in frame to a maximum of 1/2 inch is allowed for use of 1/2 inch bolts. All holes must remain stock datum specs measured centre to centre. NO SLOTTED HOLES ALLOWED. Any existing slotted holes must have 1/2 inch washers welded to frame to restore stock datum specs. Drilling out of lower control arm bushings and frame mounts, upper control arm inner shaft and frame mount to a maximum of 1/2 inch is allowed for use of 1/2 inch bolts. Stock ball joints must be used and mounted in stock location. Offset (problem solver) shafts in upper control arms are allowed but must use stock bushings (same as stock Urethane bushings allowed). Coil springs must be a minimum of 4 inches in diameter. Coil spring spacers are allowed but may not be adjustable. Sway bar may be changed to achieve desired weight of bar, but must remain stock in design and width for car and mounted in stock location with rubber or Urethane bushings. Sway bar may be adjustable with sway bar link kits, bolts or ready rod on both ends. Heim ends are allowed on sway bar ends.

3. NO adjustable weight jacking bolts allowed in the front or rear suspension. Stock Cars previously built with jacking bolts must remove jacking screws or cut off jacking screws and weld solid. Coil spring seats attached to cut off jacking screws must be welded solid; not attached with removable bolts or pins that allow for adjustment.

4. Race shocks are allowed. Only one shock may be installed per wheel. NO gas shocks allowed. NO static rebound shocks. Only steel bodied shocks allowed. NO rebuildable shocks allowed. NO shocks with external adjustable valving allowed. NO coil over shocks allowed. Relocation of shocks is allowed.

5. Brakes must be stock production hydraulic only, operational on all four wheels and must lock up all four wheels during inspection. NO lightening of rotors, drums or callipers. NO rear disc brakes. After market brake proportioning valves are allowed for rear brakes only. NO modifications to brake pads or shoes. NO after market master cylinders allowed. NO Aluminum brake parts or drums. Stainless steel braided flex brake hoses are allowed.

## **TIRES AND WHEELS**

1. Street Stock (Stock Cars) must run the specified Western Speedway tire which is a HOOSIER 970 size 27.0 X 8.0 or 26.5 X 8.0 stagger tire. Right side tires must be 27.0 X 8.0. Stock car tires must be purchased from Western Promotions [daryl@westernspeedway.net](mailto:daryl@westernspeedway.net) 250-361-6359. Tires will be branded by the supplier. Tires must be mounted on a 15 X 7 or 15 X 8 race designated steel stock car style wheel with a minimum 2 inch back space. No tire relief bleeder valves allowed. NO tire soaking or tire softeners allowed. Any tire that is not within 5 points average of factory specs will be confiscated. Minimum 5/8 inch wheel studs are required. Wheel stud thread must protrude through the wheel nuts. Wheel spacers are allowed up to a maximum 1/2 inch per wheel.





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STICKER TIRES ARE NOT ALLOWED FOR TIME IN.

The tires timed in on must be run all night. If a tire is replaced for any reason during the night, it must be a used tire and approved by Island Stock Car Racing Association Tech. Officials. Eight (8) new tires are allowed during the local Island Stock Car racing season (maximum two (2) first night and maximum one (1) per night thereafter). Maximum four (4) carryover tires allowed from previous year. Additional tires are allowed for the BC Street Stock Drivers Challenge Races.

STICKER TIRES ARE NOT ALLOWED FOR MAIN EVENT.

### **TRANSMISSION & REAR ENDS**

1. Stock automatic transmissions only, with stock operational converter. Minimum size torque converter allowed is eleven (11) inch diameter. Must have operating reverse gear. NO Vega torque converters. NO lock up torque converters. NO manual transmissions. Must have a 3.78 litre minimum size catch can with hose and clamps applied. Trans cross member must remain stock and mounted in stock location. Trans cross member may be notched for exhaust pipe clearance.
2. Stock steel drive shaft only allowed, and must have a 360 degree iron strap loop, minimum 1/4 inch by 1 inch securely fastened within 18 inches of the front universal joint. Drive shaft must be painted white.
3. Rear end must be stock for the year, make and model of car and must have stock bushings (same as stock Urethane bushings allowed) in all mounting positions. All rear end mounting positions must be in stock location on both rear end housing and frame. Drilling out of upper trailing arms, lower trailing arms, bushings, and frame mounts to a maximum of 1/2 inch is allowed for use of 1/2 inch bolts. All holes must remain stock datum specs measured centre to centre. NO boxing of the trailing arms or any reinforcing of the rear trailing arms or trailing arm mounts. Locked rear ends are allowed. Mini spools are allowed. "C" clip eliminators are allowed. NO ratchet type third members allowed. NO Posi-traction or limited slip rear ends allowed.

### **FUEL**

1. A commercially manufactured fuel cell with a maximum 22 US gallon capacity specifically designed for racing is required. Tech. approval is required before fuel cell will be approved for competition. Fuel cell must include a bladder, fuel cell foam and must be enclosed in a minimum 20 gauge steel fuel cell container. No materials other than the standard fuel cell foam supplied by the fuel cell manufacturer is allowed to make the fuel cell meet the maximum 22 U.S. gallon capacity. Plastic fuel cells are NOT allowed. Filler line, vent line and fuel outlet line must each have a ball check valve.
2. Fuel cell and container will be mounted between the main frame rails in the rear compartment of the car and must be mounted and secured with square tubing, as far forward as practical. Fuel cells must be mounted no lower than twelve (12) inches from the ground. NO TOLERANCE ALLOWED. A rear fuel cell protection bar is required.
3. A steel fire wall or flash shield must completely seal the trunk compartment from the driver compartment.



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4. Stock fuel pump only. NO after market fuel pumps. NO electric fuel pumps. Racing fuel is allowed. NO Alcohol or Nitrous Oxide allowed. NO pressurized fuel systems allowed.

### **DRIVER SAFETY**

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. Bracing past rear frame kick up may touch frame in an unlimited amount of points. Extra forward bracing of roll cage may be welded to frame in an unlimited amount of points. Upon inspection by Tech. Officials, extra bracing or bars may be required due to the style of your car.

2. All bars in the immediate vicinity of the driver must be padded with approved roll bar padding. Pipe insulation is NOT allowed.

3. Aluminum racing seats are required and must be bolted to the roll cage and NOT to the floor pan or frame. A driver's head rest is required.

4. A minimum of a (5) five point competition seat belt, shoulder harness and sub belt of approved racing type must be used. Minimum (3) three inch material must be used for all belts. The belts and harness must be bolted to the roll cage with a minimum of 3/8 inch bolts. Shoulder belts must be even with or slightly below the driver's shoulders. Metal to metal buckles are required on all belts. The belt and harness installation must pass safety inspection and may be ordered replaced by Tech. Officials. Belts can be used for a maximum of 5 years after date of manufacture. Belts expiring during the race season can be used until the end of the season.

5. The centre top of the steering column must be padded with a minimum of (2) two inches of material such as foam rubber or roll bar padding.

6. Drivers are required to wear a minimum of a single layer Nomex racing approved driving suit. Driving suits with a high SFI rating are recommended. Racing approved racing boots or shoes and gloves must be worn at all times when on the track. Nomex socks are mandatory with racing shoes. Nomex socks are recommended at all times. NO running shoes.

7. Drivers are required to wear Snell approved helmets, 1995 or newer with full head coverage with bubble shield or goggles at all times when on the track. Helmets must accompany the car at time of inspection. SFI/SA rating for helmets is highly recommended. Motor cycle helmets are NOT allowed.

8. Each car must have a 2 1/2 pound Dry Chemical Fire Extinguisher in operating condition showing the current inspection certificate and must be mounted within easy reach of the driver with the original quick release bracket.





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9. All cars must have a racing approved driver window Safety Net. Nets must release from the window top with metal to metal seat belt latches and be attached to the roll bar at the bottom (not the body) with no less than 3/8 inch rod and hose clamps.

### ENGINE RULES

1. Engine must be Corporation to Corporation and mounted in stock location. Maximum engine size will be 360 cubic inches. All engines are required to be pumped and sealed prior to competition. Two (2) side by side intake bolts must have pre-drilled heads for the seal.

2. Flat top pistons may run double bump or small chamber heads.

3. Domed pistons must run big chamber heads with a minimum of 76 cc.

4. Engine must have O.E.M. stock weight crank. After market Eagle ESP 103503480 and Scat series 9000 9-10442 crankshafts are allowed. NO LIGHT WEIGHT CRANKS ALLOWED. NO STROKERS. Aftermarket rod bolts are allowed. Eagle rod # SIR 5700 and Scat rod # 2ICR 5700 after market rods are allowed. NO LIGHTWEIGHT AFTERMARKET RODS ALLOWED. Balancing of rotating assemblies allowed.

5. Cylinder deck may be machined for clean up and truing only. NO ZERO DECKING ALLOWED.

6. Cylinder heads must be bone stock cast iron O.E.M. production heads. There must be NO chisel, grinding, sandblasting or shot peening marks in the cylinder heads anywhere. This means NO de-burring, porting, polishing, opening of oil drain back holes, cast slag removal, matching of ports or anything else that alters the head from factory rough stock. Machining for screw in studs and guide plates are allowed. Opening of push rod slots in cylinder heads is allowed. Steam relief holes may be drilled to a larger size. Cylinder heads may be surfaced slightly for truing but must maintain the manufacturer's minimum cc combustion chamber volume for the head being used. NO angle milling allowed. NO Vortec G.M. heads allowed.

7. Valves and seats may be reground and may only have three angles, with a facing cut of 45 degrees. No back cut allowed on valves. New valve seats are allowed. Bottom cut into head measured from the floor of chamber; to be a maximum of 7/16 deep.

8. One piece STOCK APPEARING stainless steel replacement valves are allowed. NO high performance or racing valves. NO undercut valve stems allowed. The contour of the valve head will determine if it is a racing valve, so if you are not sure; contact your Tech. Officials before installing them.

9. Maximum valve sizes are as follows:

G. M.	1.94 intake	1.60 exhaust
Ford	2.04 intake	1.66 exhaust
Chrysler	2.02 intake	1.60 exhaust

10. Stock diameter replacement valve springs and retainers only. NO "beehive" style valve springs allowed. Hardened keepers allowed.



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11. Any flat tappet hydraulic cam and lifters allowed. Anti pump up lifters allowed. NO solid cam and lifters allowed. NO roller cams, lifters, or rockers allowed.

12. Rocker arms are to be stock replacements only. Rockers must be in stock ratio only. NO roller rockers, roller tip rockers or rockers with slots lengthened will be allowed.

13. Steel timing chain and gears only. NO belt or gear drives allowed.

14. Oil pans may be modified.

15. Stock 2 barrel carburetor only of maximum 1 11/16 throttle bore on a stock 2 barrel cast iron manifold only is allowed. NO REMOVAL OF ANY MATERIAL FROM OR POLISHING OF VENTURI AREA ALLOWED. CAST PARTING LINE MUST BE VISIBLE IN VENTURI. Fuel jet size swaps and Holley jets allowed. Removal of all choke parts allowed. NO carburetor adapters or spacer plates allowed. A carburetor air cleaner or suitable flame arrester is required.  
NO ram air induction. NO fresh air ducting. NO cowl induction.

16. Stock cast iron exhaust manifolds only. Maximum exhaust pipe size 2 1/2 inches. Dual exhaust with 2 mufflers required. NO crossovers, NO two into one or cans allowed. The sound level will be monitored and must not exceed 95 decibels at 100 feet during practice, time trials and race. Being over the sound limit may result in a penalty, fine or disqualification.

17. NO porting, polishing or grinding of intake or exhaust manifolds allowed.

18. Distributors must be stock in appearance. NO racing distributors, super coils, racing modules, ignition boxes or computerized ignition allowed. Modules without factory branding or factory decals will be deemed illegal. Vacuum advance may be disabled or removed.

19. Bowtie (G.M.), S.O.V. (Ford), Mopar (Chrysler) etc. performance racing parts are not allowed.

20. Stock water pumps only. No aluminum or aftermarket water pumps allowed.

21. Stock steel water pump and crankshaft pulleys only. NO aftermarket billet aluminum pulleys allowed.

22. NO aftermarket power steering pumps allowed.

23. Motors must be pumped and sealed prior to racing.

## **TRANSPONDERS AND RACECEIVER RADIOS**

1. All cars must run a transponder. Transponder must be mounted on inboard side of right rear frame rail. Centre of transponder mounting bracket to be no closer than twelve (12) inches to rear of axel tube.



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2. Raceceiver radios are mandatory in all cars and must be in working order.

## **PROTESTS**

### **1. VERBAL PROTESTS WILL NOT BE ACCEPTED**

2. Protests as to race car legality must be submitted in writing within (15) minutes of race completion to the Tech. Officials and must contain a specific reason or reasons for the protest. A protest must be signed by the person filing the protest. Only a driver or car owner in the same class may submit a protest.

3. A \$150.00 cash deposit is required for a protest dealing with the top end of a race car engine. A \$100.00 cash deposit is required for a protest dealing with the bottom end of a race car engine or transmission. A \$25.00 cash deposit is required for a protest dealing with any other part of a race car. A protest deposit will be receipted and held until ruling is made.

4. Time and location of a teardown or inspection will be decided by the Tech. Officials. A protested car must be impounded by Officials NOT later than the end of the race meet.

5. For all protests it is the driver or owner's responsibility to prove their legality and NOT the Officials responsibility to prove violation of the Rules.

6. At an official teardown, a maximum of (3) three made up of crew members, drivers, or owners will be allowed in the inspection and teardown area with Officials. NO other persons other than listed above, including the person filing the protest, are allowed in the teardown or inspection area.

7. Publicity concerning a teardown or inspection is strictly prohibited, but Tech. Officials decision as to legality and penalty will be made public. The name of the person making the protest will NOT be made public.

8. If a race car is found illegal the deposit is refunded. If the race car is found to be legal, the protest deposit goes to the car owner to cover costs.

9. Protests or disputes as to a Western Speedway Officials decision or running and driving rules; must be submitted in writing within (15) minutes of race completion to the Race Director or their alternate and must contain a specific reason or reasons for the protest. A protest must be signed by the person filing the protest. Only a registered car owner or driver in the same class may submit a protest.

10. NO PROTESTS, DISPUTES OR COMPLAINTS ARE TO BE DIRECTED TO THE STARTER, TIMERS, OFFICIAL RECORDERS, SCORERS OR ANNOUNCERS.

## **INFRACTIONS AND PENALTIES**

1. External engine (exhaust and intake manifold, carb, ignition, etc) - nights pay and points.
2. Internal engine (heads, rods, crank, etc) - nights pay and all points year to date



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3. Transmission, driveshaft, differential - nights pay and points for last three (3) events.
4. Suspension, front and rear - nights pay and points.
5. Ride height or weight - nights pay and points.
6. Tires and wheels - nights pay and points.

### **WESTERN SPEEDWAY TRACK RULES**

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 a current set of rules in their possession in their pits, the protest will be disallowed.
2. The Race Director 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 declared 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 will 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, will be automatically 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 not 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 inboard side of right rear frame rail.



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Centre of transponder mounting bracket to be no closer than twelve (12) inches to rear of axel tube. Raceceiver radios are mandatory in all cars and must be in working order.

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. 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.

15. All Rookie drivers must start at the back of all events for the first two weeks of racing. All Rookies must have a yellow stripe 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 race track, 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 CREWMEMBER 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 RACE TRACK 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 TIE BREAKER 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 have you run more than five (5) races in your division and/or an upper division, in any previous years, you are not eligible to compete for Rookie of the Year.



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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, they 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 seat belts 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.

### **WESTERN SPEEDWAY FLAG RULES**

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 will go 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 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: 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 re-start the race.





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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. 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 with result in disqualification. You will have three laps to report to the pits before you will not be scored.

## **RACE PROCEDURES AND LINEUPS**

1. Time trials will be performed at all Western Speedway events. (Unless otherwise posted) Qualifying will consist of two continuous laps or group qualifying.

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.

3. A maximum of twenty four (24) 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 make-up 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.

## **WESTERN SPEEDWAY STREET STOCK STOCK CAR CRATE MOTOR RULES**

The GM 602 part #88958602 steel headed crate motor is the only crate motor allowed. Motor must be purchased from Dave Wheaton and must have additional seals installed by Alien Race Cars before receiving motor.

The following components must be used on the crate motor:

- Holley 01-80541-1 650 cfm crate motor carburetor.
- Restrictor plate must be run. Plate must be purchased from Alien Race Cars. Promoter may at anytime swap plates among competitors or simply replace competitors' plate with another of the same size.



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- Schoenfeld 185 headers. One tube on the right side can be altered to clear upper A arm.
- GM part # 14088765 counter balanced flex plate
- MSD 8278 sealed rev limiter with 5500 RPM chip and sold by Alien Race Cars.
- Distributor that comes with motor must be used or stock appearing replacement. NO racing distributors, super coils, racing modules or computerized ignition allowed. Modules without factory branding or factory decals will be deemed illegal. Vacuum advance may be disabled or removed.
- Must use stock GM Performance crate motor valve springs part #10212811. This is the only part of this motor that can be changed.
- 3 inch dual exhaust pipes. Each side must be separate with NO "X" or "H" pipes. Any muffler may be used but must be 3 inch in and 3 inch out.
- Stock water pumps only. NO aluminum or after market water pumps allowed.
- Stock steel water pump and crankshaft pulleys. NO after market billet aluminum pulleys allowed.
- 2.73 ring and pinion must be used in the rear end.

Crate motor or induction system cannot be altered in any way. Seals cannot be broken. If the motor is tampered with in anyway, the driver will be suspended from entering the pit area for any event at Western Speedway. The minimum suspension length will be 1 year from date of infraction. Western Speedway reserves the right to take any crate motor at any time and replace it with a new one.

Rules and rule books printed by Gene Clutchey [gene.mgm98@shaw.ca](mailto:gene.mgm98@shaw.ca)