



**Sauble Speedway Inc.**  
Administrative Office: 121 Jason Street, RR # 5, Owen Sound,  
Springmount Business Park,  
Building #3, Unit # 1, Ontario, N4K 5N7  
Tel: (519) 371-0951  
Track: RR #1 Hepworth, ON N0H 1P0  
(519) 422-1422 Email: [thebeach@bmts.com](mailto:thebeach@bmts.com)  
[www.saublespeedway.com](http://www.saublespeedway.com)

### 2016 Late Model Rules



#### 1. Body Style

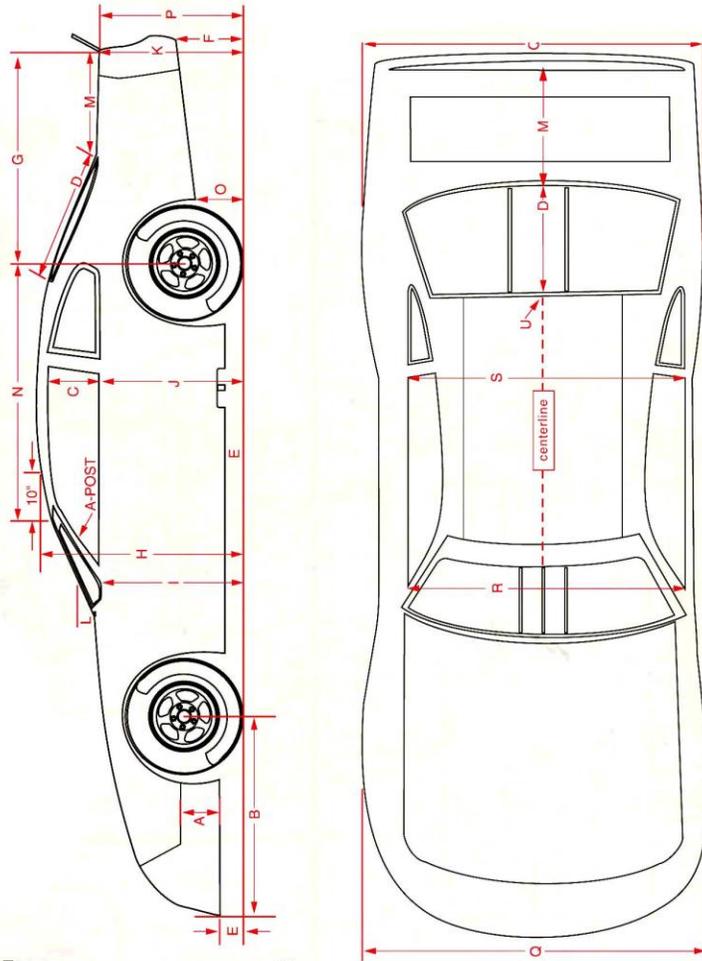
Open to any approved North American built car. No convertibles, 4 - wheel drives, trucks or station wagons allowed.

#### 2. Body and Appearance

Body must be straight, sound. Body height will be a minimum of 46" measured 10" behind top of windshield on roof center line. Rear of body must be completely sealed. Crush panels, minimum of 40 thou.

Aluminum may be used to separate the body panels and windshield from the interior. Race cars participating must be presentable in appearance at the beginning of each race event. Cars that are considered improperly prepared may be rejected by the tech committee at any event. A rear spoiler of 5" maximum height and maximum width of 60" allowed measured around the curve. Rear bracing only, no side pods. All rear spoilers must follow the contour of the rear deck lid. Maximum spoiler height, as measured level from the top of the roof 10" from the windshield, to the top of the spoiler shall be no less than 7 1/8", and must not extend out from the rear bumper cover. Rubber front and rear bumper covers optional. Front (nose) and side skirts must be a minimum of 4" no lower. Absolutely no bars shall extend outside of body, panels including the grille and bumpers with the exception of side scrub rails. Scrub rails are allowed; they must remain between the front and rear wheel openings. Maximum 1" x 2" welded or bolted to roll cage. No sharp edges. Wheels must not extend outside of body or scrub rails. Cars must be equipped with a hook, chain, or cable front and rear to pick car up.

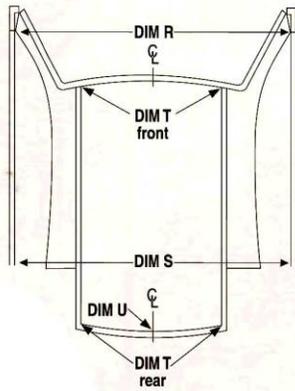
Aluminum, plastic or fiberglass body panels only. No dirt style bodies, no high down force bodies allowed, Five Star and ARP ABC & AR Muscle Bodies allowed and used as produced, no aero modifications permitted. No Outlaw extended quarter panels or deck lids, no Carbon Fiber body panels allowed.



Fits Offset/Straight Rail Chassis  
 47" roof height  
 Maximum tread width: 66"  
 Wheelbase: 101-106"  
 (108" with composite fenders)

### DIMENSION GUIDELINES

A	NOSE FLAP HEIGHT (min): from bottom of nose to top of side flap***	13"
B	FRONT OVERHANG (max): on centerline	46"
C	SIDE WINDOW OPENING (min): at B-post	15"
D	REAR WINDOW LENGTH: on centerline**	31½"
E	NOSE/SIDE PANEL CLEARANCE (min): from ground	4"
F	BUMPER COVER HEIGHT (max): from ground	15"
G	REAR OVERHANG (max): from base of spoiler at centerline to axle centerline	47"
H	ROOF HEIGHT: 10" back from windshield, on centerline	min 47** max 48**
I	FENDER HEIGHT: at rear	32½**
J	DOOR HEIGHT (MIN): at rear	33**
K	QUARTER PANEL HEIGHT: at bumper cover/deck lid intersection (+/-¼")	34½**
L	WINDSHIELD ANGLE: at center/at roof windshield post	26/30°
M	REAR DECK LENGTH (max): at center, from base of spoiler to rear window**	23¼"
N	FRONT OF ROOF to center of rear axle	57½"
O	QUARTER PANEL HEIGHT: at back of wheel well opening	13"
P	BUMPER COVER HEIGHT: at base of spoiler, on centerline	34 7/8**
Q	BODY WIDTH (max): at wheel wells	79½"
R	DOOR TO DOOR WIDTH: at A-posts and inside edges of doors, measured through car	68"
S	DOOR TO DOOR WIDTH: at B-posts and inside edges of doors, measured through car	67"
U	ROOF HEIGHT, rear: at centerline	45½"
V	RIGHT DOOR TOP: to center of roll	3½"
W	LEFT DOOR TOP: to center of roll	2½"



### ROOF MOUNTING

1. Properly locate your roof using the dimensions in the chart at right.
2. Confirm that Dim. H, measured 10" back from the windshield, on the centerline) is 47-48".

#### NOTES:

1. DIM R is measured at the A-posts and the inside edges of the doors.
2. DIM S is measured at the B-posts and the inside edges of the doors.
3. Dimensions T front, T rear and U are taken at the edge of the roof (not on the ledge where the window sits) and are measured from the floor up.

\* If Dimensions H, I, J, K or P are higher than the stated dimensions, all five must increase by the same amount.  
 \*\* Must fit centerline template within allowable tolerance.  
 \*\*\* 13 inches is the height of the nose flap only. This dimension is not measured from the ground.

### 3. Battery

Must be secured with a metal frame and anchored with bolts securely, and separated from the driver by a fire wall or enclosed in a spill proof steel container. Battery must not be mounted beside the fuel cell. 1 - 12 Volt Battery only.

### 4. Bellhousing, Clutch and Flywheel

Stock steel O.E.M. clutch and flywheel units must not be drilled or machined and must be as factory issued with no modifications what so ever. Must have an N.H.R.A. steel bellhousing, sema 6-1 flywheel shield or scatter shield of 1/4" steel, bottom may be cut out for inspection purposes. No scatter shield inside the car permitted. At your own option, bellhousing should have an inspection plate on the bellhousing, you will be required to remove the transmission for clutch

inspection. It is required that a ½” hole located in line with the fly wheel ring gear be drilled for whistle test purposes. No Multi disc clutches permitted, Minimum flywheel weight is 14 lbs., Clutch pressure plate must be a minimum 10” diameter. Clutch disk may be solid steel centre or puck style. Note: 602 GM Crate engine as produced by GM and unaltered is permitted to use a minimum diameter 5.5” multi disk clutch (this clutch will be disallowed or a penalty will be added at other tracks) the 602 is permitted this clutch or Schoenfeld #135VYCM headers not both

## **5. Brakes**

Four Wheel hydraulic brakes in good working condition are compulsory. Four wheel discs allowed. No cross drilled rotors. Dual Master Cylinder with balance bar allowed. No brake fluid cooling devices containing a pump. Stock single piston cast calipers only. No aluminum. GM Steel Howe calipers allowed. No spring back calipers. No brake re-circulators allowed. No floating rotors. Rotors must be made of steel.

## **6. Bumpers**

Bumpers must not be wider than width of body. Must be a minimum of 15” and a maximum of 18” from ground measured from the center of the bumper. No cut off ends.

## **7. Carburetion**

One two barrel carb only. Two throttle return springs are mandatory. Carburetor shall remain as produced, with the exception of choke mechanism and external choke housing can be removed.

Any type air cleaner to act as a flame arrestor. Must fit under hood. No ram tubes or ducting allowed. R4412 Holley Carbs only allowed. A maximum 1 1/4” adapter plate including gaskets between manifold and carb. allowed.

### **Holley factory stock measurements are as follows**

- Metering block must have the following ID# stamped on it. Factory stock #5924 or # 5925. The #10570 will appear on replacement or service metering blocks
- metering block power valve channel restriction ports (2 holes behind the power valve) maxi. .0635”
- metering block idle feed restriction ports (2 holes) maximum: .035”
- metering block main passage to discharge nozzle (2 holes) maximum: .141”
- main body high speed air bleeds (2 holes) maximum: .030”
- main body idle speed air bleeds (2holes) maximum .080.
- butterfly (throttle plate) thickness: .0398” - .0438”
- hole in butterfly: .090” - .096”
- butterfly must have stamped on it ID# 215
- Throttle shaft diameter .368” - .369”
- throttle shaft thickness at flat of shaft .152”
- venturi bore diameter 1.373” - 1.377”
- boost venturi inner bore diameter .377” - .383”
- boost venturi outer diameter .610” - .630”
- throttle bore diameter 1.6855” - 1.6865”

## **8. Chassis, Suspension and Steering**

A factory production stock front clip may be used from the fire wall forward. Fabricated front clips are allowed, but must meet the following specifications: Tubular clip must be Camaro Style. Late Model tubular front clip rule 2” x 4” with minimum .095 wall thickness. 2”x3” front clip is permitted with weight penalty, see section 40. Tubular front clips, there must be a minimum of 40 inches of main frame rail extending from in front of the steering box rear ward to the main rail. Lower control arms must remain in stock position and will be checked on a regular basis with a portable measuring devise. A tolerance of 3/8” will be permitted from stock location

Spherical bearings (monoball) and polyurethane bushings allowed.

After-market lower front bushings allowed. After-market centre links allowed. Heim joints on the tie rod ends only.

Coil springs, torque bars and sway bar may be interchanged, provided they fit original mounting and are not altered from stock position.

Minimum ground clearance is 5" at the lowest position of the frame or body, excluding side skirt nose piece, and front cross member, without driver. No lowering of cross members. If flat occurs no part may touch the ground. Maximum four load bolts may be added with minimal alterations to frame and suspension.

Sway bar must be mounted below the top of the front clip and work off the lower control arms and may be adjustable. No blade type adjusters allowed. Ford strut rod cars may move the bar to the top of the frame.

No off set chassis allowed. No heim joints allowed unless other wise specified.

Fabricated side rails are allowed must be constructed with a minimum of 2" x 3" - .095 tubing.

Minimum 108" wheel base. (105" wheel base see weight rule.) Wheel base must be within 1/2" from one side to the other side of the car at all times. Measured at wheel centerline. No less than 105 inches.

This is tolerance for alignment purposes only. (ie: 108" minimum, 109" maximum).

One shock per wheel (position optional). Steel racing shocks are allowed. No air shocks, high pressure gas shocks or coil over spring inserts allowed, no aluminum racing shocks.

No coil over suspensions allowed, no coil over eliminators. Fords allowed heim joint on end of strut rod.

Minimum 4" O.D. coil springs allowed.

After Market stock style - manufactured steel spindles with hollow pins permitted, nothing exotic permitted (if you are unsure, contact the speedway). Steel hub only, no aluminum hubs permitted. Wheel studs wheel studs must be a minimum of 5/8". No aluminum front hubs.

No suspension components permitted to be adjustable from driver's compartment.

Front- Rack and Pinion type steering permitted with weight penalty see section 40. Stock type steering box with no penalty. Lower control arms must be stock & mounted in stock location. Left lower control arm can be altered to assure positive camber. Lower control arms can not be reversed from side to side. Ford strut rod cars and Chevelle will be permitted to modify lower control arms to meet track width rule.

Stock replacement Tubular Lowers manufactured only example:

Howe,

o 17" Camaro No. EII2500L, EII2500R

o 18" Ford No. EII2400L, EII2400R

No home built.

No altering allowed.

Tubular upper control arms are allowed, sliders allowed.

Track width- will be no greater than 79 1/2"

This dimension will be verified using a portable measuring device which will measure from the outside of one tire to the outside of the other at 13 1/2 inches above the ground with both tires at 30 PSI with the car at ride height. Wheel spacers if used must be solid steel with only 6 holes.

## 9. Drive Line

Must have steel 360 degree retaining loops 1/4" x 2" positioned at the front and rear of the drive shaft with in 6" of each U-joint. No chains. No aluminum drive shaft. Drive shaft must be painted white or fluorescent. No accessories may be driven off or attached to drive line.

## 10. Engine

V8 engines only. Maximum cubic inch allowed.

GM - 350 C.I.D.

Ford - 351 C.I.D.  
Chrysler or AMC - 360 C.I.D.

Maximum compression ratio 10 to 1. Compression ratio is calculated by the track Whistler or a physical measurement, to the discretion of the tech official.

Maximum over bore of .060 allowed. Pistons - stock type original equipment or replacement forged or cast pistons only. No dome pistons. No aluminum block, rods. Aluminum water pumps permitted. Engines must use factory specs for bore, stroke and rod length of engines used. (I.E. 350 Chevy - 3.48" stroke x 4" bore x 5.7" rod length. 6" length steel after-market rods are allowed. No Titanium, no aluminum. No stroked or de-stroked engines, with the exception of a ford 302 built as a "347" with a maximum stroke of 3.4" and maximum bore of 4.060"

Aftermarket steel harmonic balancers permitted. No aluminum balancers. No aluminum steel combination units. No form of traction control devices will be allowed. Any devices will be confiscated. No belt drive systems permitted. Two piece timing covers allowed. No Gear devices. Cast or forged steel crankshaft permitted, no knife edging, no bull nosing or chamfering of crank shaft. 48 lb. minimum crank weight on a GM.

An external 'single stage wet sump' belt drive oil pump is permitted.

**b) Crate Motor Program Rules (2016)**

The only crate motor permitted is General Motors Part # 88958602 350/350hp engine. It will be raced as produced by GM with no alterations. The following will apply and only the following will be allowed:

Double roller timing chain

6 3/4" steel non fluid balancer

7" 7 quart steel oil pan

The flex plate will be Scaff-350L-153-SFI (Scat) 153 tooth SFI labeled 1 pc rear main seal plate

Holley carburetor R 4412 only (NO HP Carburetors allowed!)

Rev limiter will be MSD8728 (MSD) stand-alone rev limiter for OEM-HEI distributor. The rev limiter will be located to the right side of the dash out of reach of the driver sitting in the seat with the seatbelts done-up. The RPM chip allowed will be 6400 MSD.

Motor Rules will be as Follows:

All MSD chips will be installed and working during the race meet. They will be accessible to the tech official at all times. If upon inspection at any time during the race meet the chip has been removed or altered, you will receive no money and no points for that race meet, and a fine of 50 driver accumulated weekly points, and a suspension for 2 race meets.

If it is discovered that the crate motor has been tampered with in any way, shape or form, you will lose your money and points for that race meet as well as your accumulated weekly points for the season, and be further suspended for one calendar year (ie: July 1st, 2009 to July 1st 2010)

No belt driven evacuation system permitted.

**b) A 347 cubic inch JSR Sealed engine will be permitted without alteration from production with the following conditions:** 1- The car will weigh no less than 2815 lbs.

**11. Camshaft**

Hydraulic flat tappet cam allowed only. Roller rockers and stud girdles allowed, solid lifter or mushroom cam not allowed. Off set cam shaft key allowed. Must run stock size lifter bore for engine being used. No belt drive systems permitted. Hydraulic lifters must be operational.

## 12. Cylinder Heads

Must be stock O.E.M. or World Product cylinder head part # 43600-1, 43610-1, casting part # 1-052 is allowed for GM, Ford World Products # 0503030, Dart Iron Eagle 165cc, cast iron straight plug only. Other stock replacement cast iron, non-vortec straight plug heads may be considered for approval if submitted in writing no less than 4 weeks prior to competition. No porting, polishing and or relieving under the valves. No angle milling. No special lightened valves. No titanium valves, no angle plug heads, no heads with casting #292, no Chev Bow Tie Heads. No vortex heads. Ford may use a Pontiac stamped steel rocker as a substitute. The maximum valve sizes as measured across the face of the valve are as follows. Stock Valve stem diameter for head being used. Valve stem diameter to be 0.343" and the valve stem may be 0.025" less in the port. A machined go-no-go gauge will be used to inspect valve stem diameter.

	<b>Intake</b>	<b>Exhaust</b>
GM Production Head .....	2.02	1.60
GM World Product Head .....	1.94	1.50
Ford (Cleveland) .....	2.04	1.65
Ford (Windsor) Production Head .....	2.02	1.60
Ford (Windsor) World Product Head .....	1.94	1.60
Chrysler .....	2.02	1.60

No high compression heads. Ford - Part #M6049L302-GT40. Chrysler Head must be approved - See Track. Lock nuts, valves springs and rocker studs may be changed for safety purposes. Dual valves springs allowed, no barrel springs. Screw in studs and guide plates allowed. Stud girdles are permitted. No rev kits permitted.

## 13. Engine Location

Engine must be located so center of front most spark plug is center or ahead of upper ball joints line and centered in the frame.

A 108" wheelbase car with a stock front clip may have the engine 2" behind the upper ball joints

## 14. Engine Height

Center line of crankshaft must be located at least 11" above ground plane.

## 15. Intake Manifold

Intake manifold must be Edelbrock Performer Series - part # Chevy 2101, Chrysler #2176, Ford #2750, or W#2181, or stock cast iron intake for engine being used. No alterations allowed.

## 16. Engine Tear Down

The track reserves the right to tear down and inspect the engine at no cost to the speedway. This may occur once at no charge, providing the engine is deemed legal; in the event the tear down results in disqualification no fees for tear down will be paid. More than once per season and a \$50.00 gasket fee will be paid if the engine is legal. The track has the right at any time to tear down an engine for the sum of \$50.00.

## 17. Exhaust System

The maximum O.D. of the primary exhaust tubing to be used is 3". Pipes must be firmly mounted and exit the body within 17" ahead of the front of the right rear tire. Pipes must be cut flush to the body. No exiting under the car. Exhaust must exit out the side. "X" or "H" pipes allowed. Recommended muffler - Magnaflow #14419 or #11219, 5" in and out Howe type muffler permitted. Maximum tail pipe diameter is 6". Tubular headers will be permitted with a specification of 1-5/8" O.D. primary with a 3" collector using stock bolt pattern. The headers permitted will be, spec header Shonefield part # Chev 135, 135H, 145, Dodge #445 and Ford #335, Chevy 602 crate is permitted Schoenfeld #135VYCM (these headers will be disallowed or a penalty will be added at other tracks) the 602 is permitted these headers or the 5.5" clutch not both other headers will be considered in special cases but must be approved by Sauble Speedway a minimum of 4 weeks prior to competition. When using headers, mufflers are mandatory No "180" degree headers or "iron lung headers" will be permitted.

## 18. Fire Walls

a) Front Fire Wall: does not have to be original. Passenger side of fire wall may be moved as far back as front roll cage to allow for easy access to drive line. Minimum of 22 gauge steel.

**b) Rear Fire Wall**

A metal rear fire wall of 22 gauge steel must be a minimum height of 18” above the floor behind the seat. The Shelf behind the driver may be .045” aluminum. All sheet metal work must be neat and properly fitted. All holes are to be covered with sheet metal, either welded or riveted.

**19. Fire Control**

Cars must have a current year approved 2.5 lbs fire extinguisher mounted in an approved mounting bracket and within drivers reach with seat belts fastened. On board fire suppression system highly recommended.

**20. Floor**

Floor must be complete and have all holes covered with sheet metal. Step up over transmission tunnel to the right roll cage uprights can be maximum height 10”. Minimum 22 gauge steel.

**21. Fuel**

Petroleum based unleaded fuels only. The gasoline shall not be blended with alcohols, ether, or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds. No lead additives allowed. No NOS systems.

**22. Fuel Pump**

Mechanical pump only, absolutely no electric fuel pumps.

**23. Fuel Cell**

Fuel cell is mandatory. Fuel cell must be mounted between the frame rails (no notching of the rails allowed) and the bottom must be mounted no lower than 10” from the ground at ride height. Fuel cell must be secured with steel straps made of 1” x 1/8”, not less than two lengthwise and two cross wise, full 360 degree. Fuel cell must have left side and rear hoop protection bars, minimum 1 3/4” x .095 tubing. Fuel cell must have a one way check valve in vent line. No vented gas caps permitted. Gas cap must have an appropriate attaching line to prevent its loss. Cell must be vented out the rear tail section of the car. A ground strap from the frame to the cell is mandatory.

**24. Fuel Line**

Steel fuel line must be used and must be securely fastened under floor. No copper lines. Metal fuel filters only. Neoprene may be used for connection purposes only. Steel braided line or aluminum tubing will be mandatory from fuel pump to carburetor will be mandatory. (No hose or gear clamps allowed)

**25. Interior**

All interior of car that is flammable (plastic and fabric) must be removed.

**26. Ignition and Distributor**

Battery operated 12 volt ignition only. Charging system optional, no 18 volt alternators, and starter must be in stock position. No magnetos allowed. MSD 6ALN or old style 6AL with the rpm chip, electronic ignition may be used . Must be on the passenger side of the car and out of reach of the driver. Only one ignition box will be permanently mounted in the car. If using stock type ignition system a MSD (MSD8728) rev limiter must be used. A rev limit chip of 7100 RPM or less will be used by all “built” engines. The RPM chip allowed for GM crate engines will be 6400 RPM.

MSD chips will be installed and working during the race meet. They will be accessible to the tech official at all times. If upon inspection at any time during the race meet the chip has been removed or altered, you will receive no money and no points for that race meet. Car must be self starting and have an ignition kill switch. Kill switch must be painted red and clearly marked on/off.

**27. Instruments** Oil pressure and water temperature gauges mandatory. (Oil pressure line must be steel or braided line only).

**28. Mirrors**

One mirror is permitted, a convex 3" max diameter allowed on the driver's side a-pillar, unless the driver is using an approved head and neck restraint system (Hans, Hutch, Defender) then a rear view mirror is permitted as well.

### **29. Paint and Lettering**

All cars must be neatly painted. Numbers assigned by the track must be painted on both sides of the car and on the roof, in minimum 24" high by 3" wide letters (roof numbers read from right side) of a color offering distinct contrast to the color of the car. No trick numbers. No foil numbers. 4" numbers on both head light and tail light caps required. Block type numbers 6" high, white in color, must be displayed on the right hand side of the windshield.

### **30. Rad**

Must be in stock location and include a 1 gallon metal over flow can securely mounted ahead of engine fire wall, and under hood. Antifreeze not allowed. No remote radiators. Over flow tube must exit from under the hood on the right side of the car, at the base of the windshield only. Aluminum rad allowed.

### **31. Rear End and Suspension**

A three-link or leaf spring rear suspension only. No coil-over allowed, dual action upper link is permitted. No springs or shocks in upper link or trailing arms permitted. Lower trailing arms must not exceed 30" from mounting holes on the rear end to mounting holes on the frame. Upper arms must not exceed 30". Rubber biscuits allowed at one end of the trailing arm. Panhard bars must be a one piece solid, adjustable. Heim joints or rubber bushings allowed.

**Floater**s with steel or aluminum hubs recommended. No ratchet rear ends. No traction assists or control devices allowed. No cambered rear ends allowed. No rubber-drive plates. Rear ends to be welded solid, mini spool or full spool only. No aluminum or titanium parts including the spool.

**Quick Change** type rear ends permitted, no magnesium bells or centre sections, no front gear type centre sections, steel axle tubes only, tapered pinion bearings only, no titanium bolts, no gun drilled lower shaft, steel yoke only, pinion shall be no higher than 2 1/4" lower than the axle centre line, aluminum is spool permitted in a quick change only.

### **32. Roll Bars**

Cage must be constructed of 1 3/4" minimum outside diameter by .095" wall thickness round steel tubing. Four point cage compulsory. Base of uprights must be welded to frame of car. Cage must be braced to the rear frame kick-ups and diagonally between the rear uprights. A transfer bar between the rear diagonal and the front frame optional. A minimum of four horizontal bars must be inside the left side door and three bars inside the right door and a minimum of two vertical upright bars between each horizontal bar. Minimum 40" length by 17" high, 16 Gauge metal between door bars and body skin on drivers side is mandatory. A center overhead bar running before and after between transverse members is compulsory. No pipe fittings allowed. All roll bars in the drivers area must be properly padded and taped. Left leg protection bar must be installed by bolts. Crotch V - belt mandatory seat belts must be dated within the last three years. Roll bar padding is mandatory.

### **33. Safety Belts and Harness**

A quick release lap belt of no less than 3" width and 3" shoulder 1 harness is mandatory. Belts must be securely fastened to frame or roll cage with minimum 3/8" grade 8 bolts. Belts must be dated with in the last 3 years.

### **34. Safety Helmet & Apparel**

A Snell 2010 SA or newer approved racing safety helmet and complete drivers fire suit must be worn in all practice and race events and until car is parked in pit area. Fire proof gloves, neck collar, balaclava, underwear, socks, and shoes are recommended, no nylon shoes allowed. Fire proof gloves and socks will be mandatory for 2016. If upon inspection, if any of the mandatory personal safety equipment is not being used, a \$50.00 fine will result for each offence.

### **35. Seat**

An aluminum or steel racing seat must be used, bolted or welded to roll cage, between roll-cage and left front frame rail. All welds must be electric or MIG and will be subject to the approval of the tech inspectors. Seat must be positioned completely to the left of the center line of the car. An approved head restraint required on the right side and recommended on the left.

### **36. Starter**

Race cars must be self starting. No push starting. Starter must be in stock location for that engine and functional.

### 37. Tires

All entries are required to use: Hoosier - 8" Slick - tire only, must be purchased from Sauble Speedway, and registered at the time of purchase. No doping, softening, greasing, soaping etc., permitted.

- Tire allocation is based upon 6 tires to start the season, with one cut down, it must occur on the racetrack to be eligible.

- Each team will be permitted only one approved replacement tire for the season.

- Cars must take the green flag in the feature to be eligible for a tire

- Only registered/allocated tires are permitted to be used for any points race (heats, feature)

- In case of rainout if a tire is purchased and the feature does not run, the tire bought is your new tire for the next race.

- Tire management and strategy is up to each individual team.

- **Registering tires with Sauble Speedway Technical Staff is the responsibility of each team.**

- If a car is caught competing in a points event with one or more non-registered tires, that car will be subject to loss of points and monies earned for that race.

-if during an inspection of the bar code, none of the numbers are legible, that tire will be deemed as "non-registered"

-flat or race damaged tires must be reported on the event in which the damage occurred

### 38. Transmission

Optional. Automatic transmissions must remain stock as produced, cooler is highly recommended, torque converter must be a minimum of 10" diameter. No high stall converters rebuilt torque converters allowed. Any stock manual transmission that bolts up to stock engine without alterations. No engine - transmission adapter plates permitted. All gears must be operational.

### 39. Trunk

Trunk floor may be removed to rear fire wall. A quick hold down release for fast trunk entry must be devised. Bracing may be removed (four trunk lid pins recommended). Exterior hinges allowed. Mandatory trunk lid opening or removable.

### 40. Weight

Car weights are with drivers seated, belts fastened helmets and without topping of fuel, water etc. Cars will be inspected after racing as they come off the race track.

Base weights:

Built motor less than equal to 9.0:1 compression ratio, weight 2,875lbs.

Built motor 9.1:1 to 9.5:1 compression ratio, weight 2,925lbs.

Built motor 9.6:1 to 10.0:1 compression ratio, weight 2,950lbs.

Maximum compression of 10.0 to 1 No car will be permitted to compete over 10 to 1.

GM Crate as built by GM - 2,775lbs. will be permitted and extra 0.5% left side

JSR engine as built by JSR - 2,815 lbs

Minimum wheelbase 105" is permitted to be maximum 56% left side and 50% rear.

Minimum wheelbase 108" is permitted to be a maximum of 57% left side and 50% rear.

All ballast weight must be mounted safely and securely with in frame rails and minimum 5" ground clearance. All weight must be labeled with car number and painted white. Added weight must be in block form in no less than 5lbs. blocks, and must use self locking nuts or drilled and wired, on mounting bolts.

You are required to advise tech at the beginning of the event if you have changed your weight category.

### 41. Wheels

Must be racing wheel maximum wheel of 8". No aluminum, mag or wide 5 pattern wheels allowed. Wheels cannot be outside of scrub rail or body. Minimum wheel weight 17lbs. without tire.

**42. Windshield/Windows and Nets** Windshield must be lexan. Front windshield pillars must be approximately stock width and location. Front and rear windshield must retain stock angle and appearance. Front windshield center braces mandatory, minimum 2. Minimum side window openings 22", length by 14-1/2" height. Driver's window net mandatory that meets SF1-27.1

Must have top release. Minimum 3/8" tubing. No added film or spray tinting permitted. No obstruction of drivers view in or out of the race car, with exception of the top 4" of the front windshield for the sponsor decal. No Decal's on the rear window. No external air deflectors or spoilers.

**43. Head claim rule**

Sauble Speedway reserves the right to claim any competitors “World Products” heads. The competitor will receive a set of new bare casting heads and \$200.00 cash. The competitor will be required to return their old heads and compete with Sauble Speedways heads for the next event.

**44. Two way radio** communication will be permitted, you **must** advise the Speedway of your frequency prior to the event.

**Feature format for 2016 will be two feature races per event:**

- 1- Random draw to start the first feature race
- 2- Invert the top 80% finish of the first race to determine the second starting order
- 3- Two feature payouts per event, if the second race is not 50% completed due to weather it will be held at the beginning of the following point’s event.
- 4- Race laps will be 25 if 12 or fewer participating cars for the event
- 5- Race laps will be 30 if 13 to 20 participating cars for the event
- 6- Race laps will be 35 if 21 or more participating cars for the event
- 7- If more than 24 cars register prior to registration closing, time trials will be held at the beginning of the event, the cars qualified by time will start heads up for the first feature.
- 8- Show up points will be awarded to competing cars for invitational races prior to Sept 3<sup>rd</sup> 2016

<b>2016 Late Model Feature Pay Out</b>		<b>Late Model 2016 Points Fund Top Ten</b>		<b>2016 Sauble Speedway Inc. Late Models</b> <b>To be eligible for nightly points, Late Models must display the Sponsors Windshield Banner</b>	
1st	\$320.00	1st	\$2,000.00	<b>Trophies:</b> Late Model drivers will be presented with a feature win trophy each night.  <b>2016 Year End Awards:</b> Top 10 Best Appearing Car Rookie of the year Most Sportsmanlike Driver	
2nd	\$300.00	2nd	\$1,500.00		
3rd	\$250.00	3rd	\$1,000.00		
4th	\$200.00	4th	\$800.00		
5th	\$160.00	5th	\$600.00		
6th	\$150.00	6th	\$400.00		
7th	\$140.00	7th	\$300.00		
8th	\$130.00	8th	\$200.00		
9th	\$120.00	9th	\$100.00		
10th	\$110.00	10th	\$100.00		
11th	\$100.00	<b>Sauble Speedway Inc.</b> <b>Tel: 519-422-1422 Email: <a href="mailto:thebeach@bmts.com">thebeach@bmts.com</a> <a href="http://www.saublespeedway.com">www.saublespeedway.com</a></b> 			
12th	\$100.00				
13th	\$100.00				
14th	\$100.00				
15th	\$100.00				
16th	\$90.00				
17th	\$90.00				
18th	\$80.00				
19th	\$80.00				
20th	\$80.00				
21st	\$80.00				
22nd	\$80.00				
23rd	\$80.00				
24th	\$80.00				

**Attention Late Models - Please Read Rule Book Disclaimer, located in Track Rules.**