



Sauble Speedway Late Model Rule Book

Amended rules as of June 26th, 2018 – Rear spoiler all rules will stay as written except the total height rule will change from maximum of 40" to 41" on ABC bodies and 41" to 42" on muscle car bodies.

*Amended rules as of June 3^d, 2018 – Please see changes to Weight section
Built motor 9.1:1 to 9.5:1 compression ratio, weight 2,840lbs.
Built motor 9.6:1 to 10.0:1 compression ratio, weight 2,880lbs.
GM Crate sealed by GM, Track or Authorized Builder - 2,775lbs.*

DISCLAIMER The rules and/or specifications set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. By making application for a competitor permit, it is deemed that the competitor agrees to become familiar with these regulations and abide by the directions set forth and prescribed by Management. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or specifications. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

THE INTERPRETATION OF THESE RULES WILL BE SOLELY THE JUDGMENT OF THE TRACK OFFICIALS & TECH STAFF IN CHARGE AND THEIR DECISION WILL BE FINAL

Any cars being teched will be allowed to have only one driver and two mechanics present in the tech area. Any harassment from any driver and/or crew member to the tech staff (or any other track official) may result in an automatic disqualification, thus forfeiting all money earned that night.

DISQUALIFICATION DECISION FOR ANY REASON WILL BE DEEMED FINAL.

TECHNICAL SPECIFICATIONS

The word stock when used herein, shall mean unaltered, as factory available and produced by the OEM for the make, model and year of the car being raced. That excludes all aftermarket "High Performance" parts, and all decisions and rulings shall be based on data obtained from the Canadian Service Data Book and other OEM Specification Book.

Body Style

Any North American built car: fibreglass, aluminum or steel.
No jeeps, station wagons or convertibles.

Body Appearance

Body must be stock appearing and in stock position on the frame.

Bodies are to be template style; 5 Star, ARP etc. New 2010 or later Camaro, Mustang and Challenger TEMPLATE Bodies allowed.

Body must be after market and made of steel, aluminum or fibreglass.

Rubber front and rear bumper covers are recommended.

No wedge style, slab side or high performance bodies or DIRT noses allowed.

When using a fibreglass roof, minimum 20 gauge sheet metal below the roof in driver compartment area recommended.

No carbon fibre body parts permitted.

Wheel opening flares cannot extend past scrub rails.

Wheels or tires must not extend outside body or scrub rails.

Absolutely no bars shall extend outside of body panels including the grille and bumper with the exception of side scrub rails.

Side bars must extend no further forward than the rear of front wheel opening, and no further rearward than front of the rear wheel opening, maximum 1" x 2" welded or bolted to roll cage.

No sharp edges.

When bolting on scrub rails, you must use carriage bolts (or round-headed bolts), if hex head bolts are used, they must be counter sunk.

V type Lexan scrub rails allowed.

Grille and headlights must retain original appearance.

Minimum ground clearance is 4" (four) inches at the lowest point of body or skirt and 5" (five) at the frame to the ground, excluding front cross member but including ballast weight (without driver).

Body height will be a minimum of 46", measured 10" behind top of windshield on roof centerline (without driver).

Crush panels, minimum of 40 thou. Aluminum can be used to separate the body panels and windshields from the interior.

Rear spoiler 5" maximum height and maximum width of 60" of clear Lexan only. No coverage, no lettering, no sponsors.

Any lip on top edge of spoiler is included in the 5" maximum height.

Rear quarter panel measured at the bumper cover 35" for APC body & 36" for Muscle Car body.

At the point in which the spoiler bends and goes vertical, it cannot exceed beyond the edge of the rear deck and must follow the contour of the rear deck lid.

Maximum spoiler height is 41" for APC Bodies & 42" for Muscle Car Bodies as measured from the ground to the top of the spoiler. – as of June 26, 2018

Doors must conform to original shape and be securely mounted using bolts, rivets, and or welding. No sheet metal screws.

Hood must resemble stock hood in appearance.

Original manufactured hood scoops only allowed.

Exterior hood hinges allowed and must have 3 front hood pins.

If hood is removable, it must have 2 front with center hold down or have 3 front and 2 rear hood pins. (No carbon fibre hoods or bodies panels allowed)

Trunk deck lid must be hinged or easily removable to have easy access in case of fire.

No roof rails, bracing or added side pods permitted.

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.

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 1/2" hole located in line with the flywheel 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. 602 GM Crate engine is permitted to use a minimum diameter 5.5" triple disk clutch or a 7.25" double disk clutch.

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.

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.

Carburetion Built Motors

One two barrel carburetor 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 Carburetors only allowed. A maximum 1 1/4" adapter plate including gaskets between manifold and carburetor 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) maximum .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"
Venture 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"

Chassis, Suspension and Roll Cage

Body, engine and chassis are interchangeable.
Absolutely no offset chassis allowed.
Perimeter chassis only.
Maximum offset variance of ½" from centre of cross member to outer frame rails.
A full roll cage constructed out of 1 ¾" x .095" minimum round steel tubing is mandatory.
Roll cage must be symmetrical in all directions.
A minimum of four horizontal door bars on the driver's side with a minimum of two vertical bars between each horizontal bar. "X" type bars will be allowed on passenger side.
Left leg protection bar must be installed between the roll cage and the left front frame rail.
Dash bar required, along with an "X" type member across and behind driver.
A "Petty" bar recommended running from center of cage to upper right front halo.
Wheelbase will be a minimum of 104" on full frame chassis. Maximum width to be 81" measured to the bulge of the tire at the Spindle height.
Upper roof halo must be minimum 32" wide.
All welds must be electric or mig and will be subject to the approval of tech inspectors.
All roll bars in the driver's area must be properly padded and taped.
Driver door bars must be filled with a minimum of 16 gauge steel.
The frame rails can be shortened to meet this measurement.
Wheelbase must be within 1" from one side to the other side (i.e. 104" minimum, 105" maximum) of the car at all times.
This is tolerance for alignment purposes only.
Fabricated rear clips are allowed.
A factory production stock front clip may be used from the firewall forward.
Fabricated front clips are allowed but must meet the following specifications: tubular front clip rule 2" x 3" or 2" x 4".
Factory front clips must extend from in front of the steering box rear ward to the main rail.
Frame may be built out of 2" x 3" or 2" x 4", minimum .095" wall thickness.
Where the main frame rail ends, forward may be built out of smaller material if desired to accommodate mounting of the front bumper.
This will be referred to as the bumper crush tube.

Lower control arms must remain in stock position and will be checked on a regular basis with a portable measuring device.

Stock steering box or rack and pinion steering can be used.

After market center link may be used.

Aluminum tie rod sleeves may be used.

Heim joint tie rod ends may be used.

Cross member Mandatory 1" minimum.

Chassis rails must be of equal distance from the centerline of car.

Main frame rails must be no less than 24" outside of rail to center line of chassis.

Chassis from firewall rearward may be fabricated from no less than 10" circumference by .095" box tubing.

No holes drilled for lightening purposes.

Sway bar must be mounted to lower control arm and may be adjustable.

Maximum 4 load bolts may be used.

Hubs may be drilled for larger wheel studs.

Minimum of 5/8" wheel studs mandatory.

No coil over suspensions allowed.

No coil over eliminators.

Minimum 4" O.D. coil springs allowed.

Spring rubbers may be used.

Steel hubs only, no aluminum hubs.

Big bearing hub adapters may be used on front.

No wide five.

Steering arms may be altered to fit steering linkage.

Any steel front upper control arms may be used.

Upper control arm shaft must be stock type steel or aluminum.

Sliders are allowed.

No heim ends.

Lower control arms must remain in stock mounting position.

Control arms can be altered in length to assure positive camber.

Measurement from grease nipple to mounting hole in frame must be within 1" of factory specifications at all times.

Ball joint can be realigned to eliminate binds.

Optional Tubular Lowers manufactured only within one inch of stock.

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.

Engine

V8 engines only. Maximum cubic inch allowed.

GM - 350 C.I.D. 5

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. 47 lb. minimum crank weight on a GM. An external 'single stage wet sump' belt drive oil pump is permitted.

Engine Tear Down

The track has the right to tear down an engine this includes any sealed crate at any time. Failure to cooperate with the official request will result in the loss of all money and points earned during race meet and 5-week suspension applied motor will be marked and not able to compete in till inspected.

Crate Motor Program Rules Sauble Speedway reserves the right to inspect a crate engine at any time regardless of seals.

Sealed Crate Part # 88958602, 19258602

Engine must be sealed by factory, approved builder or race track.

Only modifications allowed are:

Double Roller Timing Chain.

6-3/4 steel non fluid balancer.

7" – 7 quart steel oil pan allowed – no upper kicks outs.

Carburetor Holley 80540 600 cfm or 80541 650 cfm permitted no modifications 1" spec adapter allowed. Two throttle return springs are mandatory. Carburetor shall remain as produced, with the exception of choke mechanism and external choke housing can be removed. All crate engines must meet original specifications as per G.M. Performance book latest edition this includes all valve angles and compression.

Crate Motor Engine Claim

Base claim.....	\$5000.00
Removal of engine by owner mandatory.....	\$ 200.00
With double roller timing chain ADD	\$ 400.00
With small balancer ADD.....	\$ 200.00
With 7" Oil Pan (optional) ADD.....	\$ 500.00

The individual putting in the claim must be a registered DRIVER or OWNER in the Late Model Division that competes at Sauble Speedway on a regular basis.

Motor Will Be As It Comes From GM

Motor will be pulled the night of the claim by the Owner of the motor and the crew under the supervision of the Track Officials. The individual putting a claim to the said motor must produce a Certified Cheque or Cash to the Tech Supervisor, prior to the start of the Feature Race of Class of Car the competes in.

Note: The Crate Motor being claimed must be used on the next racing points night.

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

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.

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.

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.

Intake Exhaust

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 official. 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.

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.

Engine Height

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

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.

Exhaust

Headers 1-5/8" straight tube, no stepping, into 3" x 8" collector.

The maximum O.D. of the exhaust tubing is 3" up to muffler and 3" after muffler.

Pipes must be firmly mounted and exit behind the driver.

Pipes to be cut flush to the body and above the frame rail or turned down at the exhaust end and exit under car.

If using mufflers with a 3" enter and exit a step up tube may be used for a max. of 6".

Magna flow #11219 (3" inlet, outlet) or Magna flow #11216 (2.5" inlet, outlet) recommended.

Allowed a 5" into a 5" out

2 into 1 or collector boxes allowed.

Cross over is allowed.

98 decibels maximum.

Fire Walls

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.

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.

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.

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.

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.

Fuel Pump

Mechanical pump only, absolutely no electric fuel pumps.

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 9" 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.

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)

Interior

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

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.

Instruments

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

Mirrors

One interior mirror max 17" x 3" one drivers side mounted max 3" convex mirror permitted.

No electronic viewing devices.

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.

Radiator

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 radiators allowed.

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

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 ¼" lower than the axle centre line, aluminum is spool permitted in a quick change only.

Safety

Fire Suit

Driver's fire suit SFI3.2A/1 is mandatory. Recommended SFI3.2A/5.

Driver and suit must maintain clean looking appearance.

Fireproof gloves are **mandatory**.

Fire proof neck collar, balaclava, underwear, socks, and shoes are recommended.

No nylon shoes allowed.

Helmet

A Snell 2010 SA or newer approved racing safety helmet must be worn. (Mandatory)

Seat

An aluminum racing seat must be used, bolted to roll cage, not bolted to the floor.

When mounting seat use minimum 3/8" bolts with large washers to hold racing seat to seat framework.

Minimum of two bolts on the seat back and two bolts on the seat bottom.

Seat must be positioned completely to the left of the centerline of the car.

An approved head restraint is MANDATORY. (Example – HANS DEVICE)

Hans Mandatory for 16 years of age or younger.

Hans will be mandatory in 2019 for all competitors.

Headrest side plates recommended.

Belt and Harness

All cars must be equipped with a quick release type, 5 point harness with a minimum 3" lap belt and shoulder harness of 3", properly affixed to the roll cage or chassis with grade 8 bolts, no less than .375 (3/8) inches in diameter.

Head restraint strongly recommended.

Seat belts must be clearly dated and be no more than 3 years old.

ALL SAFETY EQUIPMENT MUST BE WORN ANYTIME DRIVER IS IN THE RACE CAR.

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.

Shocks

Pro Shock TA non-adjustable or Koni 30 series. **STEEL housed shocks only.**

Starter

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

Tires

All entries are required to use: Hoosier 1070 - 10" Slick - tire only. Must be purchased from Sauble Speedway, and registered at the time of purchase. No doping, softening, greasing, soaping etc. permitted. A 5-week suspension if violated.

Tire allocation is based upon 9 tire tickets to start the season including 1 cut down.

5 more tickets will be handed out over the season with agreed schedule between track and drivers.

Cars starting season after opening night will receive less than 9 tire tickets and will have to start their first night at the rear of the field this number will be agreed between drivers and track and will depend on how many races have already been completed in the season.

Cars missing nights jurying season will lose tire tickets, again pending number of nights missed.

This will be enforced by the track to control tire counts as best as possible.

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.

Transmission

Any manual stock OEM 3 or 4 speed transmission permitted.
Richmond Super T10's permitted.

No G Force, Jerico, Raptors or any straight cut gear transmissions.
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. Must have working reverse gear.

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.

Weight

These weights are starting weight and can be adjusted at any time.
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.
Weight Breaks 25lb 50 laps or less, 50lb over 50 laps

Base weights:

Built motor 9.1:1 to 9.5:1 compression ratio, weight 2,840lbs.
Built motor 9.6:1 to 10.0:1 compression ratio, weight 2,880lbs.
Maximum compression of 10.0 to 1 No car will be permitted to compete over 10 to 1.
Built 46 LB crank add 30 LB
GM Crate sealed by GM, Track or Authorized Builder - 2,775lbs.
Left Side Max 57% 108" 58%
Rear Max 50%

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 5 lbs. blocks, and must use self locking nuts or drilled and wired, on mounting bolts.

Wheels

Must be racing wheel maximum wheel of 10". No aluminum, mag or wide 5 pattern wheels allowed. Wheels cannot be outside of scrub rail or body.

Two Way Radio

Communication will be permitted, you **must** advise the Speedway of your frequency prior to the event.

Contacts

Steve Penny: 519 889 9317

Vern Monk: 519 379 6825
vmracingllm@gmail.com

Wayne Long: 705 294 3335
popsdaddy1929@hotmail.com

Mark Dilley: 705 790 0591
markdilleyrace1@rogers.com