

Brockville Ontario Speedway

2019 Outlaw Vintage

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1. Mandatory Personal Safety Equipment

1.1 General

To ensure we meet all the expectations there will be **“No Grace Period”** for the mandatory safety equipment and will be strictly enforced starting at the practice sessions prior to opening night.

1.2 5-point safety belts must be SFI 16.5 or SFI 16.1 and a Maximum 2 years from the date of manufacture or the expire date on the newer belts

1.3 Helmets with minimum Snell SFI 31.1 2010 or 2015 label

1.4 Fire Suit with minimum SFI 3.2A/5 and display valid SFI 3.2A/5 label

1.5 Fire resistant shoes required to meet minimum SFI 3.3 specifications and display SFI 3.3 label

1.6 Driver gloves SFI 3.3

1.7 A neck brace is mandatory with a Hans Device highly recommended and becoming Mandatory in 2021.

2. Mandatory Transponder

2.1 Transponders are mandatory. Each car must have its own transponder and be register to that driver. Transponders must be working every time entering the track. Driver will be notified over the one-way if the transponder is not working. It is very important to ensure your transponder is working properly weekly to avoid any scoring issues. There will be a minimal grace period to repeat offenders with transponder problems. It will come to the point really quick, if the transponder issue is not addressed by repeat offenders you will not be scored and will affect you at the pay window, it's that simple.

2.2 Mounting Mount 18 inches rearward from the center line of the rear axle on the left (drivers) side and outside of the frame.

3. Mandatory One-way Receiver

One-way receivers will continue to be mandatory as the receivers is a safety tool for everyone. If you do not have a one-way receiver you will not be allowed to enter the track. If you're in the staging lane or in your pit with your one-way on and you don't hear any communication, pretty good chance you have a problem. Ensure you have fresh batteries prior to the start of each night. Ear buds used with the one-way receiver can play a key role in how the communication is received. With all the in-car noises be selective in the style of ear buds used, as the **one-way system is a mandatory safety tool for everyone**

4. General Safety

4.1 Roll Cage, Crash Bars, Bumpers & Padding

The structural design and integrity of the roll cage is paramount and will be scrutinized prior to and throughout the racing season.

Roll cage tubing shall be a minimum of 1-1/2" O.D. frame rails by welding. .125" wall thickness or 1-3/4" O.D. .095" wall thickness seamless tubing. All joints shall be properly fitted and welded for maximum strength. The roll cage assembly must be securely fastened to the main frame rails by welding.

Home built roll cages shall provide adequate driver crash protection by installing a minimum of (3) horizontal and (2) vertical appropriately spaced bars with gussets on both sides of the cage. These bars must meet the roll cage tubing specifications as described above.

All roll bars or similar items located in the cockpit to which the driver's head may come into contact with must be adequately padded with approved high density padding. Plumbing insulation is not allowed.

Additional padding and/or protection should be installed on any component or area that may come in contact with the driver's arms, legs, knees or other body parts.

Crash bars and bumpers must be made of .090" or greater wall thickness 1-1/2" seamless tubing.

4.2 Seat

Aluminum Racing seats must be securely fastened to the frame with a minimum of (6) 3/8" bolts, (4) on the bottom and (2) on the back, padded head rests are mandatory.

Containment style is highly recommended. No fiberglass seats.

4.3 Brakes

Brake pressure bias adjusters are allowed. Shut off valves not permitted. The car must have operable and effective brakes on all (4) wheels at all times.

4.5 Windshield

The wind/rock screen must be of substantial size and strength to protect the driver from debris.

A full mild steel (magnetic) windscreen and/or rock guard if required. The windscreen and/or rock guard must have maximum individual hole opening of 2"x1" with a minimum wire thickness of 1/16". Chicken wire and/or aluminum screens will not be permitted. The windscreen and/or rock must cover the entire windshield area across the front of the roll cage down to the base of the cowl and/or hood. Plastic/Lexan or similar material and/or safety glass windshields are not permitted.

4.6 Mirrors

No mirrors allowed.

4.7 Driveshaft

No drive shaft shall be exposed to the driver's compartment. Drive shaft safety loop required. Drive shaft must be painted white.

4.8 Window Net

Window nets are mandatory on the driver's side and must be fastened by a minimum of one (1) quick release rod.

4.9 Scatter Shield

Clutch bell-housings that are located within the driver's cockpit must be of explosion proof scatter shield (Lakewood or similar SFI certified only).

4.10 Lights

No lights allowed on cars.

4.11 Firewalls

Adequate firewalls must be in place to isolate the driver's compartment from the engine and fuel cell areas. Holes in firewalls should be the minimum size and quantity necessary. Pay special attention to clearance for throttle linkage to ensure that there will be no binding or interference.

4.12

A) Frame-50's & 60's Class

All original OEM North American (GM, Ford, Chrysler, etc) subject to annual and random inspection for strength and integrity.

B) FRAME-70's & 80's CLASS

Production steel tube frames (Bicknell, Teo, Troyer, etc) must be minimum of three (3) years old. Home built square tube frames accepted, subject to annual inspection for strength and integrity.

4.13 Throttle Linkage

All hardware in the throttle linkage system shall be properly designed, installed and in good condition and properly lubricated. Dual throttle return springs shall be required. Accelerator pedal "toe hoop" is highly recommended.

4.14 Bumpers

Front and rear steel tube bumpers must be used. See Section 4.1 for tubing specifications. Factory bumpers are recommended. Custom design bumpers eligibility regarding safety will be at the sole discretion of the technical inspection team

4.15 Electrical System

The battery must be covered and securely mounted to protect the driver and fuel tank. An ignition shut-off switch shall be mounted in close proximity to the driver when secured in the driver's seat. The electrical shut-off switch must be clearly labeled "off & on".

4.16 Fuel System

No electronic fuel pumps permitted.

No glass bowls on pumps or filters permitted.

No rubber fuel hoses permitted in cockpit. All rubber low pressure automotive grade fuel hoses should have (2) hose clamps installed. Only steel tubing or braided lines are required where the fuel line passes through the driver's cockpit.

A fuel shut-off valve will be painted "RED" and clearly labeled "FUEL" as well as indicating the "ON & OFF" positions.

4.17 Fire Extinguishers

All participants shall have a readily available, fully charged fire extinguisher capable of fighting gasoline and oil fires. In-car extinguishers are optional, if used they must be mounted securely with metal brackets. On-board fire suppression systems are permitted.

4.18 Fuel Cell

Fuel cells are mandatory.

The fuel cell must be accessible for inspection purposes. The fuel cell must be enclosed completely in a rectangle and/or square container that is a minimum thickness of 20-gauge sheet steel. If sheet aluminum is used to enclose the fuel cell, the aluminum must be a minimum of .060" of thickness. It is recommended that the bottom panel be thicker than 1/16".

The fuel cap/filler hole must be located on the top of the fuel cell. No quick fill systems allowed. Fuel cells must be equipped with a secure fuel cap and fully function rollover valve protection including check valve for the vent tube.

The fuel cell must be securely mounted directly behind the driver's seat aligned between the parallel main frame rails of the cage. The bottom of the fuel cell must be a minimum of 12" from the ground. No section of the fuel cell sheet metal enclosure shall extend beyond the boundary of the line measured vertically from the outer walls of the lower frame rails measured at the rear of the driver's seat. The top panel covering the fuel cell must not be higher than the lowest surface of the rear window opening.

5. General Rules

5.0 Introduction

The Outlaw Vintage Stock Cars are for the intent of providing a safe, affordable and competitive racing platform to honor and showcase the race cars and historical roots of the 1950's, 60's, 70's and early 80's dirt stock car racing. The following rules and specifications have been designed to ensure that the spirit, integrity and sustainability of Vintage racing remain true to its roots.

5.1 Eligibility

A) 50's, & 60's Body

Cars designs must be based upon any original American/Canadian made pre-1948 coupes/sedans. Roofs must be the original steel roof from the year, make and model of the representative car being presented for competition. No fiberglass, composite or plastic allowed.

No factory manufactured hoods typical to that used on a post 1995 North-Eastern DIRT Modified or Sportsman race car. Engine cover/hoods must be constructed of sheet aluminum or steel only. Cowling induction hoods, scoops and deflectors of any type are not allowed. The hood/engine cover must cover the radiator and cooling fan.

No interior aluminum/steel or other material shall be located between the outer body/door panel and the frame rail.

The top panel covering the fuel cell must be located directly behind the driver's seat and shall not extend higher than the lowest horizontal surface of the rear window.

The right and left side body panels of the car shall be joined together behind the fuel cell fully enclosing the rear body of the car. No front, rear or side wings, spoilers, ducting or body parts that might increase down force will be allowed.

No nose cones similar in design, construction or mounting methods and/or location to that of a current DIRT 358 Modified/Sportsman shall be permitted. No body panel of any description shall extend 1" (+1/16" tolerance) of the horizontal datum line created by the leading edge of the front shock tower tubes or front axle center line whichever is furthest forward.

Valve covers must be visible from the side of the car. Side body panels must not extend forward beyond the midpoint of the cylinder head mounting flange of headers...

A vintage car must look like a vintage car, correct to the time period it raced in.

B) 70'S & 80'S Body

Cars designs must be based upon any original American/Canadian made pre-1985 coupes/sedans. Mudbus body styles are not compliant with the current rules of the Vintage at this time.

Roofs must be the original steel roof from the year, make and model of the representative car being presented for competition. No fiberglass, composite or plastic allowed. Roofs must be mounted relative to the stock angle (+/- 20) of the tip of the roll cage.

No interior aluminum/steel or other material shall be located between the outer body/door panel and the frame rail with the exception of a "fat man's style".

The right and left side panels of the car shall be joined together behind the fuel cell fully enclosing the rear body of the car. No front, rear or side wings, spoilers, ducting or body parts that might increase

down force will be allowed.

A functional "Fat Man's Slide" may be employed to assist "gravity enhanced" drivers getting into and out of the left side of the cockpit. The "Fat Man's Slide" may be any attached or removable one piece section of flat inner tin between .080" to 0.100" thickness by 18 inches wide (front to back). It shall be mounted at 00 degrees (+/-20) in all directions when measured on a level surface. The leading and trailing edge of the material not the surface cannot be rolled, bent or otherwise shaped or reinforced. No nose cones similar is design, construction or mounting methods and/or location to that of a DIRT 358 Modified/Sportsman shall be permitted. No body panel of any description shall extend beyond 1" (+1/16" tolerance) of the horizontal datum line created by the leading edge of the front shock tower tubes or front axle whichever is furthest forward.

Maximum body width may not exceed 62 inches. Length of body must be equal to half visibility of headers to rear factory roll cage.

Rear measurement from rear axle back, may not exceed 48" as per a modified/sportsman car. The rearmost section of the body must not exceed 48" measured from the center line of the rear axle on both sides of the car. Valve covers must be visible from the side of the car. Side body panels must not extend forward beyond the midpoint of the cylinder head mounting flange of the headers.

5.2 Hoods

Engine hood/covers are mandatory but must be homemade. No factory manufactured hoods typical to that used on a post 1995 North Eastern DIRT Modified/Sportsman race car. Engine covers/hoods must be constructed of sheet aluminum or steel only. Cowl induction hoods, scoops and deflectors of any type are not allowed. The hood/engine cover must cover the radiator and cooling fan and be compliant with the style of the car.

5.3 Paint & Numbers

All cars must be properly painted, lettered and numbered before they are allowed to race. The number on the care on the 1srt night of the season will be the number that will be used by officials in the tower for the remainder of the season. Should a new driver be behind the wheel the change will be differentiated by the use of an "X" following the original number.

5.4 Tires

All tires must be in good condition without excessive wear or deterioration. Tire size must have factory sizing indicated on the tire sidewall and must not exceed 13/92-15.

5.5 Cooling System

The top of the radiator must be covered by suitable body/sheet metal. Coolant shall be water only – no antifreeze. All radiator hose connections should be double clamped. No electric fans permitted.

5.6 Starting

Car must be self-starting with operating clutch and or transmission to move forward and backwards with the engine running the car's own power.

5.7 Shocks

Externally adjustable shocks not permitted.

External reservoir shocks not permitted.

Rebuildable, Schrader valve shocks permitted.

Shocks must be reasonably priced (below \$300 USD) and readily available for purchase at local supply outlets throughout Eastern Ontario and Northern NY State.

Custom made, prototype or experimental shocks not permitted.

5.8 Suspension Rear Axle

A) 50'S & 60'S Class

Leaf spring only. Fiberglass, carbon fiber or titanium springs not permitted.

No torsion bars permitted.

One shock per corner only.

No inside the car suspension adjustments of any kind.

B) 70'S & 80'S Class

Only one spring and one shock per corner allowed.

There must be no components, systems or sub-systems on the car that will provide separate or additional spring ratio to the individual shock and/or spring utilized as described. No exceptions.

Coil over shock/spring combinations allowed.

Separately mounted coil springs are permitted.

Lower shock mounts may be attached to torsion arms. If car is equipped with torsion arm/torsion bar for shock mounting purposes, the torsion stop must be removed or otherwise modified to fully disable and/or remove any torsional resistance or spring rating acting individually or separately in each bar/lever combination.

Functional torsion bars will not be permitted.

Leaf spring only. Fiberglass, carbon fiber or titanium springs not permitted.

No torsion bars permitted.

One shock per corner only.

No inside the car suspension adjustments of any kind.

5.9 Suspension Front Axle All Classes

Any straight frame axle or A-frame.

Any combinations of shocks, coil overs or springs...one coil, one shock per corner.

No torsion bars.

5.10 Weight

The top (3) cars from the feature must proceed directly to the weigh scales for inspection unless otherwise instructed on the 1-way radio. Any driver/car entering the pits post-race prior to being weighed will be considered in violation of the rules and subject to disqualification.

Cars must weigh no less than their minimum weight of 2400 lbs with the driver, directly after the race in all cases.

There will be no error factor allowed regarding minimum scaled weight. The weight registered at the

track scales will be considered final in all cases. It is the responsibility of each competitor to ensure that their car meets minimum weight requirements.

Any competitor from any race outside the top (3) cars may be required to scale their car after a specific race at the discretion of the officials and/or track race director.

Any car not conforming to the minimum weight requirements will be deemed to be in violation of the rules and subject to disqualification forfeiting all points, trophies and position for the event.

The weight rule will be strictly enforced; at the discretion of officials, a weight discrepancy of more than (50) lbs under the legal weight will be considered a Gross Rules violation and thus subject to discipline.

All weight that is added to a car must be securely mounted using ½ inch bolts and painted white.

5.11 Transmission

American made standard or automatic shift.

Must have fully functional forward and reverse gears.

May use internal clutch transmission such as Hager, Brinn and Bert.

5.12 Rear Ends

American made car or truck rear ends.

Quick change rears permitted.

Differential alignment must meet current DIRT Sportsman, Modified rules. (No big offsets)

No lockers.

5.13 Fuel

Only pump gas rated less than 116 octane rating permitted

No oxygenating additives permitted. These will include but not limited to methanol, nitrous oxide, intro-methane and/or propylene oxide.

No octane boosting additives permitted.

5.14 Traction Control Devices

All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.

Adjustable ping control devices dial a chip controls, timing controls and/or automated throttle controls will not be permitted.

Adjustable restrict or plates will not be permitted.

6. Engines

The determination of which engine configuration that can be used is a particular class shall be determined by the style/configuration/year of the chassis/frame combination as opposed to the body style. For example: a coup body mounted on an 80's style chassis isn't eligible to run "any single 4-barrel carburetor" as described in Rule 6.8.

6.1 No V6's allowed.

6.2 Straight – 50's & 60's CLASS

Flat head V-8 and 6 cylinders in line.

Unlimited cubic inch displacement.

Any type cylinder head.

Any intake manifolds

6.3 Straight 6 – 70's & 80's Class

Six-cylinder overhead, inline 6, no overhead cam.

250 ci, 60 over – not to exceed 260 ci 250, 230, 194 crank only.

240 crank only 232 ci, 60 over – not to exceed 241 ci 232, 199 crank only.

230 ci, 60 Over – not to exceed 240 ci, 230, 250, 194 crank only.

225 ci, 60 over – not to exceed 235 ci, 225 crank only.

Stock type pistons and pop-up pistons will be allowed.

Roller rockers may be used.

After market rods allowed – no aluminum or titanium.

Any exhaust.

Any ignition, including magneto and dual point.

No rollers cam or mushroom lifters.

Oil pan sight plus recommended for inspection purposes only, should be in line with #1 connecting rod.

6.4 Straight 6 carburetion 50's & 60's class

Any combination of carburetors allowed.

6.5 Straight 6 carburetion 70's & 80's class

Any factory OEM single barrel cast iron manifolds only, stock bolt pattern.

May be ported and polished or two (2) barrel intake, Offenhauser or Clifford. No modified runners to be installed to intakes.

May use factory OEM 2 barrel or Holley 500 CM #4412 2 barrel. Choke plate may be removed. No grinding, polishing or opening of Venturi size.

No fuel injections, blowers, turbos or electrical fuel pumps.

No alcohol or nitrous oxide systems.

6.6 V-8 Engines OHV 50's & 60's class

Any North American motor, not to exceed 358ci piston displacement.

Stock bore/stroke combinations only. (See 70's & 80's Class for details.)

OEM factory cast iron cylinder heads only. (See 70's & 80's Class for details.)

Any single carburetor factory intake manifold allowed. No superchargers allowed.

No fuel injection systems allowed.

Any ignition.

6.7 V-8 Engines 70's & 80's class

GM-283, 302, 305, 307, 327, 350, complete with intake manifold. The 4 barrel carb must be removed and an adapter plate to accommodate Holley two (2) barrel carb 500cfm #4412 must be installed.

If a factory sealed crate GM crate engine part #88958602 engine has been opened up for any reason (scaling bolts tampered with/removed) the 4 barrel intake manifold must be removed and replaced with a stock cast iron two (2) barrel manifold. See section (s) for applicable intake rule.

When an adapter is used, the plate thickness must not exceed 1.000". Only one gasket not to exceed .100" thickness may be used between the intake manifold and spacer and spacer and carburetor base. No adjustable plates permitted.

Ford -289, 302, 351W

Dodge -318, 340

Stock bore/stroke combinations only. Max overbore of .060 permitted.

Cranks – cast iron or forged steel. No billet crankshafts. All cranks must be stock. No modifications to the crankshaft to reduce weight (static or rotating) or affect windage are permitted. This will include but is not limited to machining by any means, reshaping, knife edging, drillings, grinding, polishing or any other method of modifying any physical characteristic of the stock crankshaft. Rod journal diameter must be stock or allow for minimum diameter reduction (grind) of .030" for repair purposes. Rods – must be stock length. Aftermarket rods are permitted providing the rod length and big end bore/rod journal size met stock specifications. No aluminum or titanium rods.

Pistons – flat top only, cast or forged.

Camshaft – hydraulic or solid lifter cams permitted. Stock firing order must be maintained. No roller lifter cam shafts permitted.

Timing gear and chain – stock gear and chain or roller gear and chain.

Absolutely no gear or belt drive camshaft/valve trains.

OEM factory cylinder heads only. All heads to remain completely stock. No angle milling. No combustion chamber modifications. No porting, polishing, blending, reshaping, deburring and/or gasket matching is permitted in the intake or exhaust ports under any circumstances.

Valve head/seat diameter must match stock size for casting number. No enlarging of any valves. No bowl cutting, grinding or enlarging under the valve seat is permitted.

Valve stem minimum diameter must remain stock. Undercut valves not permitted.

Screw in studs or drilling/pinning of studs may be performed.

THE FOLLOWING HEADS ARE NOT ALLOWED – Chevy 492,292, Bowtie, Ford 302Boss, No EM or aftermarket manufacturer's performance heads such as/but not limited to Dart, World, Brownsfield, Brezinski are permitted.

Valve train -Push rods and rockers – any stock or aftermarket push rod or rockers, including rollers

may be used providing they meet manufacturer's specifications for length and ratio. NO REV KITS permitted.

Intakes – With the exception of sealed crate engines using a 4 barrel intake, intake manifolds must be OEM factory cast iron 2 barrel configuration. No porting, polishing, gasket matching or port altering modifications permitted.

6.8 V-8 Carburetion 50's & 60's Class OHV

Any single 4 barrel carburetor allowed.

6.9 V-8 Carburetion 70's & 80's Class

2 barrel Holley 500 CFM #4412. Choke plate can be removed.

No grinding, polishing or opening of Venturi size.

No fuel injection, blowers, turbos or electrical fuel pumps.

No alcohol or nitrous oxide.

No cutting, grinding, polishing or spacers plates allowed, other than adapter plate for 500 Holley 2 barrel intake.

Ignition – Any type ignition allowed.

6.9.1 GM crate engine part #889958602 engine

- A)** Only one 650cm Holley carburetor, part # 4777 Or 80777 or Holley hp carburetor part #80541-1 will be permitted.
- B)** All engines and components must remain in their original configuration and form as purchased and/or delivered from the factory. Any changes will result in disqualification from the event. Any alterations to the engine will not be permitted.
- C)** 4777 and 80777 option
 - a. The carburetor must maintain the stock venture and throttle bore dimensions.
 - b. The carburetor must maintain all stock dimensions, including mounting and stud location on intake manifold.
 - c. The booster height must remain stock OEM from Holley. Cutting, tubing and/or polishing will not be permitted.
 - d. Valve modifications will not be permitted.
 - e. The maximum height of the carburetor when measured from the bottom of the carburetor and/or the throttle plate to the machined horizontal surface of the block will be 7" in both the front and rear of the block.
 - f. The alterations will be permitted:
 - Holes drilled in the throttle plate for proper idle.
 - Drilling, tapping and plugging of unused vacuum ports.
 - Welding of throttle shaft to linkage arm.
 - Drilling of idle and/or high speed air correction jets.
 - Milling of center carburetor body metering block surface, maximum of .015 on each side.
 - Removal of choke plate shaft, the jets may be changed as needed.

D) Gauge measurements (go/no-go) must be met at all times, regardless of carburetor temperature.

E) HP 80541-1 Option:

- a. The carburetor must remain stock retaining all Holley measurements and dimensions. The carburetor may be adjusted utilizing only specified Holley replacement parts.
 - b. Jets, bleeds, needles and seat, emulsion bleeds, power valves, accelerator pumps nozzles and accelerator pump cam adjustments will be permitted.
 - c. Physical alteration of carburetor or components and/or any alterations, machining and/or reshaping will not be permitted.
- F)** A single unaltered carburetor spacer plate with an unaltered square hole/opening including gasket with a maximum thickness of 1-1/8" will be permitted. Tapering, machining and/or other alteration to the spacer plate will not be permitted.
- G)** Only a single conventional round type air cleaner housing will be permitted. The air cleaner must remain in place when the hood is removed.
- H)** Air cleaners that provide ventilation the top cover (such as the K&N brand) will be permitted.
- I)** Air induction plastic carburetor and/or other devices that direct air into the air intake will not be permitted.
- J)** Air diffusers will not be permitted.
- K)** Only stock OEM distributors will be permitted. The distributor must maintain the factory mechanical advance curve to stock OEM specifications. Alterations and/or adjustments will not be permitted.
- L)** The ignition amplifier box rev and coil must be mounted under the hood and on a panel behind the air filter shielded from heat (out of the drivers reach) for ease of inspection. The black wire must be grounded to the motor. When the hood is removed the rev box must be clearly visible and not covered.
- M)** The car must be fitted with an unaltered approved MSD/Dirtcar RPM rev limiting box. The box and the 6000 rpm chip must remain operable and in working condition, prior to, during and after all racing events.

Exhaust System headers or exhaust manifold.

7. 2019 General Track Rules and Procedures

7.1 Mandatory Registration

All Drivers MUST register in order to race. Registration table is located in front of the pit canteen.

7.2 Competitors Pits

You or your crew may not enter a competitor's pit to complain or confront him or her. This offense will, result in a fine, race day points and possible suspension as the officials see fit.

7.3 Alcohol and Drug Policy

Drinking alcohol or taking any illicit drugs including marijuana in the pits is not permitted during any race event or practice. The driver is personally responsible for anyone associated with their car. If you or anyone associated with your car is found to have been drinking alcohol or taking any illicit drugs including marijuana you and your team will be escorted off of the premises including suspension as Officials see fit. The suspension will include car, driver and crew.

7.4 Mandatory Drivers Meeting

A mandatory driver meeting takes place at each race event. Check weekly schedule for time.

7.5 Exiting Car on Track

The driver shall not exit his or her car on the racing surface or unless there is a fire or injury or an official permit it. Failure to follow this rule can result in a fine and or suspension.

7.6 Exiting the Track

Must be in turn 1 ONLY Failure to do so puts people in harms way and could result in a fine.

7.7 How Qualification Works

Heat races determine if you qualify for the feature. If there are 8 cars in a heat then 6 qualify, 7 cars the 5 qualify, 6 cars then 4 qualify etc. The number that qualify per heat will be on the white board with the heat line ups weekly.

7.8 Scales

You will be told on the 1-way radio how many cars scale after each race.

7.9 Points

Points for Features are awarded as per the 60 point system in the DIRT rule book in heats the BOS awards 5 points for 1st, 3 for second and 1 for third.

7.10 Speeding in Pits

Speeding in the Pits will not be tolerated and will result in a fine and or suspension as Officials see fit.

7.11 Protest

SEE THE DIRT RULE BOOK for all ON AND OFF-TRACK RULES All rules will be interpreted by the officials, not by the drivers and owners. The officials reserve the right to accept or deny any protest on their sole discretion. "Grudge Protests" and/or any protest that is "not in good standing" will be denied. The management reserves the right to change any rule or rules at any time if they feel it is necessary. All procedural rules listed in the current DIRT Rule Book will apply.

The interpretation and enforcement of these rules will be solely at the discretion of the Brockville Ontario Speedway officials & tech staff officiating each event and their decision will be final.