

PETERBOROUGH SPEEDWAY

This set of Rules is designed as a basic guideline. Peterborough Speedway operates on a special events invitational basis. Therefore, some variations for outside cars may be necessary.

All cars running in a feature or qualifying event are subject to technical inspection by random selection at the end of the race. Any car running illegal non-stock parts will be disqualified. No car will be permitted to compete in an unsafe mechanical condition.

2012 - LATE MODEL

Open to the following sedans with a minimum wheel base of 104" – Dodge Charger / Intrepid, Ford Fusion / Taurus, Pontiac Grand Prix, Chevrolet Monte Carlo / Camaro / Impala SS, Toyota Camary.

The word stock when used herein shall mean unaltered, as factory available and produced by O. E. M. 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.

SPECIFICATIONS

APPEARANCE

Cars must be presentable in appearance. Cars that are considered unsafe or improperly prepared will be rejected by the tech committee.

BATTERY

12 volt batteries only.

BELL HOUSING

Standards must have NHRA steel bell housing. Must be mounted over the clutch and flywheel 360 degrees. No scatter shield permitted inside the car. It is recommended that you have an inspection plate for easy inspection of the clutch.

BODY

Bodies are to be template style. Example: 5 Star, ARP, etc... Bodies must be after market made of steel, aluminum or fiberglass. No wedge style, slab side bodies, high performance bodies or Dirt noses

Bodies must meet tech visual approval. Weight penalties may be imposed at Tech Director's discretion for violations. Only approved bodies will be allowed to compete.

BODY(cont)

All body panels must be complete in length and width. Over all workmanship shall be a determining factor as to whether a car shall be approved for competition. Specified components' compliance to templates and overall level of workmanship and appearance will be considered by technical inspectors.

Roof must retain a minimum height of 46" measured in the centre line of the roof 10" behind the top of the windshield. When using a fibreglass roof, min 20 gauge sheet metal below the roof in driver area compartment area.

A) BODY MATERIAL

All exterior body panels may be steel, aluminum or fiberglass. Approved 5 Star plastic/rubber fenders are permitted. NO CARBON FIBER BODY PANELS ALLOWED.

B) BUMPERS

Rubber type bumpers must be reinforced behind with a tube type structure. Stock appearing aftermarket nose cones allowed one or two piece. Must not be wider than the width of the body. Height to be a min. of 15" and a max. of 18" from the ground measured from the center of the bumper.

C) GROUND CLEARANCE

Frame height no less than 5" on side rails. Front nose height shall be no less than 4 inches above ground. Rocker panels shall be no less than 4 inches above ground. All heights measured with driver out of car.

D) HOOD AND TRUNK

Exterior hood hinges allowed but must have 3 front hood pins, If hood is removable it must have 3 front and 2 rear hood pins. Trunk lid must be removable, Four trunk lid pins are required, 1 at each corner. If hinged, 2 rear pins will be allowed.

E) REAR & SIDE WINDOWS

Minimum side window openings 22" in length x 14 1/2" in height. Rear window must retain stock angle and appearance. Lexan only.

F) REAR SPOILER

Rear spoiler must be made of .090 minimum thickness smooth aluminum or lexan with a maximum size of 62 inches wide and 5 inches high. Maximum height from ground to top of spoiler 40 inches. No side enclosures, no lips, or bends in upper portion of spoiler and must be flush to vertical surfaces of deck lid. Spoilers must be non-adjustable.

G) 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.

H) WHEEL OPENINGS

Wheel opening flares cannot extend past scrub rail. Wheels must not extend outside of body or scrub rails.

I) WINDOWS

A full windshield within factory 5-Star/ARP specifications, is mandatory and must be constructed of 1/8 inch minimum thickness lexan. 2 internal windshield braces spaced at least at 5 inch centres and roughly centered in windshield constructed of minimum 1 inch wide by 1/8 inch thick material are mandatory.

Models with rear 1/4 windows may have openings covered with securely mounted, solid clear lexan. Rear side windows may have approved air vents. "A" pillar windows not to exceed 6 inches in any direction measured from front of door opening.

A full dimension rear glass constructed of minimum 1/8 inch thickness lexan is mandatory and must be held securely in place with a minimum of 2 external straps. Back window must be securely braced internally to prevent significant bowing or distortion at racing speed.

The top 5" of windshield must be kept clear for Peterborough Speedway division sponsors.

BRAKES

Brakes (all 4) must be single piston callipers made of steel and all 4 must be in good working order. Brake rotors must be a minimum of 3/4 inch thick and made of steel. Master cylinders and pedals of any type allowed. No brake returns or coolers allowed. Brakes will be tested. No alterations of Calipers or rotors.

CHASSIS AND SUSPENSION**A) ROLL CAGE & FRAME**

Tubular frames on all models main frame rail members shall have a minimum of:

10 inch perimeter tubing	.095 wall thickness
12 inch perimeter tubing	.083 wall thickness
16 inch perimeter tubing	.083 wall thickness

Fabricated front frame sections are allowed. Fabricated front clip must be may be built with either 2"x3" or 2"x4" steel with a minimum wall thickness of .095. Stock factory production front frame clips will be allowed. If used, stock front clip rails must extend from in front of steering box rearward and attach to main frame rails.

Sections extending such as front and rear clips must be a minimum of 10 inches in perimeter and have a minimum of .095 wall thickness and extend 10 inches minimum beyond wheel base. Rear clip must extend beyond fuel cell area. Rear clips may be underslung design.

Main frame rails must be no less than 24 inches outside of rail to centre line of chassis. Main frame rails and clips may not be pierced or drilled or otherwise altered for the purpose of reducing weight. Frame and roll cage must be perimeter designed. Maximum off-set allowed in 1 inch from centre line of tread width. No off-set chassis allowed. All cars required to have a 4 point roll cage. Roll cage must be symmetrical in all directions.

A) ROLL CAGE & FRAME (cont)

4 curved horizontal door bars on driver's side required with minimum of 2 vertical bars between each horizontal bar. Minimum height of door bars 22 ½ inches from bottom of frame rail. Minimum length of door bars 42 inches. X bars on right side of cage will be allowed. Minimum 40" x 14" high 16 gauge metal plate between door bars and body skin on drivers side is mandatory on all cars.

Total height of roll cage to be 40 ½ inches from bottom of frame rail. Halo to be no less than 1 inch lower. Width of halo to be no less than 46 inches from outside to outside of tubing. Dash bar required, along with an "X" type member across and behind driver.

One piece of tubing running perpendicular between halo in top of cage, centered, is required. A so called, "Petty Bar" must run from centre of cage to upper right front halo. Left leg protection bar must be installed between roll cage and left front frame rail. All main cage structure must be constructed of minimum 1 ¾ tubing .095 wall thickness. Material must be mild steel.

B) SHOCKS

One shock per wheel – position optional. No Rebuildable shocks of any type allowed. No aluminum shocks allowed. Shocks may be adjustable. Remote adjustment shocks not allowed. No coil over shock and spring assemblies allowed.

C) SPRINGS

4 load bolts are allowed. Front mounting points on leaf spring cars must be the same measurement on each side. Springs must be a minimum 4 inch outside diameter. Spring rubbers are allowed. No coil over eliminators.

D) SUSPENSIONS(front)

Rack & pinion steering allowed with 30lb penalty weight. Weight must be split equally (15lbs) located on the front frame rail ahead of the cross member. After market steering components allowed. Lower control arms must be stock type but may be manufactured and must mounted in stock location. Left lower control arm can be altered in length to assure positive camber. Measurement from grease nipple to mounting hole in frame must be within 1 inch of factory specifications at all times. Lower control arms cannot be reversed from side to side. Tubular upper control arms of any type are allowed.

Spindles must be steel and may be fabricated. Heavy-duty spindles are allowed. Spindles must be the same off-set, left to right. Hubs must be 5X5 stock type. Hubs may be a 2 piece hub and rotor assemblies. Wheel studs must be a minimum of 5/8".

Sway Bar must be mounted on bottom side of front clip and work off of the lower control arms.

A Howe manufactured centre link with aluminium adjustment sleeves and heims instead of oem tie rod ends can be used..

E) SUSPENSION(rear)

Rear ends may have floating type bearing and hub such as Ford 9 inch or Standard Quick change. Axle tubes must be steel. Gun-drilled axles are allowed. Mini spools are allowed. Full spools are allowed. Spools may be steel or aluminum. No cambered rear ends allowed. Rear wheels must be driven with solid flange drive plates. All running gear drainage plugs must be safety wired. NO TITANIUM PARTS ALLOWED.

E) SUSPENSION(rear) – CONT.

Truck arm or 3 point type rear suspension mounting allowed. Upper link pivot with rubber bushings allowed. Any type of spring devices located in trailing arms or upper link will not be permitted. No aluminum truck arms. No fifth coils, no Watts linkage, no torque arms and no mechanical devices to transfer weight while car is in motion. Maximum length of rear trailing arms shall not exceed 30" centre to centre of mounting points. No dual action upper links.

F) PANHARD BAR

Solid tubular pan hard bar only. No rubber or spring devices located within bar allowed. One bar, 2 adjustable heim joints only.

CLUTCH AND FLYWHEEL

Clutch and Flywheel must be stock type replacement (Corvette Style or SVO flywheel with minimum weight of 14 pounds). No 10, 000 RPM style. No triple disc clutches, aluminum or light weight clutch assemblies permitted.

Clutch and pressure plate must be a minimum 10 inch diameter. "Stock Type" pressure plate and clutch disc required. Clutch disc may be "puck type". No drilling of clutch assembly or flywheel. Crate engine also have to meet these specifications including flywheel weight.

COOLING SYSTEM

Radiator must be in stock location. Aluminium radiators allowed. Electric fan permitted.

DRIVE LINE

Driveshaft and universals must be steel and painted white. A ¼ inch thick by 2" wide steel loop must be positioned at the front and rear of the driveshaft within 6" of each u-joint.

ENGINE LOCATION

Front most spark plug must be centred or ahead of the upper ball joint centre line and centred in the frame with 0 tolerance. Engine height minimum 11" from ground to centre of crankshaft.

EXHAUST SYSTEM

Cast iron exhaust manifolds allowed with a maximum of 2 ½ In. ID. on built motors. ALSTAR 2 ¼ after market manifold part #34200 is also permitted. No polishing or matching of ports, must bolt to head without spacers and remain in stock position. Crate motors will be allowed 1 5/8 tube headers schoenfeld headers part numbers 135, 135H & 145. FORD motors are allowed 1 5/8 tube headers. Built engines are permitted the same headers listed above with a 50lbs weight penalty.

MUFFLERS ARE MANDATORY. Exhaust must exit behind driver outside the body or may be turned down to exit under the car behind driver in front of rear wheels. Cross over pipe is allowed. 2 into 1 systems allowed. Max 3" OD exhaust system

FUEL

Pump gas only. The gasoline shall not be blended with alcohols, ethers or other oxygenates. And it shall not be blended with aniline or its derivatives, nitro compounds or nitrogen containing compounds. No NOS systems. No fuel line in driver's compartment.

FUEL SYSTEM**A) FUEL CELL**

Fuel cells mandatory and must be approved by Technical Inspector. Fuel cell will be a maximum of 22 gallons. It is mandatory that the fuel cell be enclosed in a 20 gauge, welded steel box with a bolt on cover, constructed of 20 gauge steel. Fuel cell must be secured with steel straps made of 1" x 1/8" or equivalent. Not less than two crosswise full 360 degrees. Fuel cell must be protected in back and on sides by .095, 1 3/4 O.D. tubing. Fuel cell must be centred between frame rails. Check valve vent is required on all fuel cells. Fuel filler must face to the inside of the track. Fuel cell height will be a minimum of 9 inches from the ground. Gas cap must have an appropriate attaching line to prevent its loss. Ground strap from tank to chassis is mandatory. Steel fuel lines must be used and neoprene can be used for connection purposes only. No copper lines. Metal fuel filters only.

B) FUEL SHUT-OFF

There must be a fuel shut off valve in working order and easily accessible by safety personal. It must be brightly and neatly marked "ON" and "OFF".

IGNITION & CHARGING SYSTEM

Charging system optional, no 18 volt alternators, starter must be in stock position and functional. Battery operated 12 volt ignition only, no magnetos allowed.

Kill Switch Mandatory in main battery line or use of Ford solenoid is permitted, either system must be clearly marked and in reach for safety personal.

INTERIOR

Interior of car must be completely enclosed in respect to engine compartment, track surface, tires and rear fuel cell compartment. Interior panels must be a minimum of .040 thickness aluminum or steel. 22 gauge sheet metal is mandatory 18 inches high at foot firewall, 10 inches high along driver's tunnel and 18 inches high behind seat. Right side interior panel may begin beside drivers seat and extend on an angle to the inner edge of the top of the passenger door panel. A full width dash is required in all cars. Vertical surface of dash must project in a single plane across car. Top horizontal plane of the dash should carry forward to the firewall and enclosed entire area beneath windshield. Passenger side firewall may be moved back to the front of the roll cage. Only 1 rear view mirror is allowed. No side mirrors. Roll bar padding mandatory.

PAINT AND LETTERING

All cars must be neatly and brightly painted. Numbers must be assigned by the track. Numbers assigned by track must be painted or decaled on roof, (read from right side) on BOTH doors and 4" number on right front headlight cap, compulsory. NOTE: THIS WILL BE ENFORCED. Numbers must be minimum 18" high by 4" wide in a colour offering distinct contrast to the colour of the car. Numbers must be legible (subject to the approval of the track director) with no trick lettering. Cars damaged in competition will be expected to meet appearance standards the following week.

RADIOS

Two way radios are permitted. Race Receivers are mandatory for all regular point nights, these radios can be purchased or rented from the speedway

SAFETY

A) HELMET & APPAREL

Driver's fire suit is mandatory. Approved fire retardant driving suits include Nomex, Gragal, Simpson and Pyroprotect. Driver and suit must maintain clean looking appearance. Fireproof gloves, neck collar, balaclava, underwear, socks, and shoes are recommended. No nylon shoes allowed. A Snell 2005 SA or newer approved racing safety helmet and complete driver's racing suit must be worn in all practice and race events and until car is parked in pit area.

B) BELTS AND HARNESS

A quick release lap belt of no less than 3 inches in width is compulsory. Shoulder harness mandatory, inertia reel cannot be used. Both ends of the seat belt must be fastened to the roll cage or frame with grade 5 quality bolts, no less than (1/2) inches in diameter. A minimum 3 inch double shoulder harness with a quick release harness will be approved if they meet size specification and in good conditions. Crotch belt is mandatory. Seat belts must be dated within the last 3 years and be in excellent condition.

C) FIRE CONTROL

Cars must have a 2 ½ lbs fire extinguisher with either a steel or aluminum head mounted in an steel mounting bracket and must be bolted down, and within driver's reach with seat belts fastened. Fire extinguisher must be serviced and inspected each year and dated no later than January 1st of the current year.

D) SEAT

An aluminum racing seat must be used, bolted to roll cage, not bolted to the floor. When mounting seat use minimum 3/8" grade 5 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 must be made of some energy absorbing material. Headrest side plates recommended.

E) WINDOW NET

Window net mandatory with minimum 3/8 inch rod. Must have quick release latch.

TIRES

TRACK TIRE RULE WILL APPLY, Specified track tire mandatory on all 4 wheels. Tires will be available at track. Chemical treating of tires will not be allowed. A durometer rule will be in effect regarding minimum tire hardness. Tire relief valves are allowed.

TRANSMISSION

Transmission must be stock OEM unaltered automatic or stock OEM unaltered standard with all gears working. Automatic transmissions designed for racing will not be allowed. Torque converter must be stock and a minimum of 10 inches. Shifter may be any type. No special engine adaptor plates permitted.

WEIGHT

All weights include driver (no substitutes). 55% left side maximum. 50% rear weight maximum. Cars with built motors over 9.5 to 1 compression must weigh a minimum of 2,950 pounds, cars with built engines with a max of 9.5 to 1 compression ratio must weigh a minimum of 2,900. Cars with crate motors must weigh a minimum of 2,850 pounds

Ballast weight must be securely attached to main frame rail or major cross member structure no lower than 5 inches. No lead shot or liquid type ballast permitted. Ballast to be in blocks of no less than 5 pounds painted white and labeled with car#.

There will be no spent fuel allowance for regular heat races and feature events. Events of 50 laps or greater will give a spent fuel allowance of 50 lbs. Track scales are considered final.

WHEELS

All wheels must be after market racing type wheels made of steel. Wheels will be a maximum width of 8 inches, bead to bead. No aluminum, magnesium or wide five bolt pattern.

WHEELBASE - TRACK WIDTH

All cars will have a minimum wheelbase of 104 inches measured from centre of lower ball joint to centre of rear end housing. Wheel base must be within 1" from side to side. Maximum tread width will be 66 inches front and rear.

ENGINES : V-8

BLOCK ASSEMBLY

Engine make and body models may be interchanged. Maximum cubic inch displacement allowed: GM 350, Ford 351, and Chrysler 360. Maximum overbore allowed .060. Bore and Stroke must be factory spec (example: 350 Chev-3.48 stroke x 4 inch bore). No stroked or destroked motors. No aluminum engine blocks. Sealed crate engine permitted – part #88958602

CAMSHAFT

Any hydraulic flat tappet camshafts. Offset camshaft key allowed. No mushroom or roller camshafts. Must maintain stock diameter lifter and lifter bore for that make and model of engine no sleeving – Chryslers exempt. No gear drive or belt-drive systems. Push rods to be stock for engine, Roller Rockers are permitted. 1.5 ratio long slot rocker arms only on GM. 1.6 ratio rocker arms on Ford. Screw in studs and guide plates allowed.

CARBURATION

Carburetor - Two barrel carburetor only: a 500 CFM Holley #R4412. Two throttle return springs and stop are mandatory. Air cleaners are mandatory. Air filter boxes and carb hats are permitted. No boost venturi below the throttle plate. A one piece solid phenolic carburetor adaptor spacer permitted. Carb adaptor & gasket combined thickness must not exceed 1.25". Cold air intake boxes allowed. Gas pedal toe bars are mandatory. Quick-change jet kit (part # 3425 float bowl) may be used.

Must meet Holley factory stock specifications as follows:

- No HP Metering Blocks
- butterfly (throttle plate) thickness: .0398" - .0438"
- butterfly must have stamped on it ID# 215 or 172
- 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"
- boost venturi length .438"
- no raised or tapered boosters
- throttle bore diameter 1.6855" - 1.6865"

CRANKSHAFTS

Crankshaft must be stock OEM type only. No light-weight crank shafts. Minimum weight of crankshaft shall be no less than 48 lbs. No aluminum or fluid dampers, OEM steel elastomer – type balancers only. No knife edging or bull nosing

CRATE MOTORS

Sealed crate motor option part # GM 88958602 is available and recommended for this division. Please contact speedway for information on all crate motors regarding required part number, allowable components, purchase of, sealing of, freshening of and availability. A crate motor has to be properly sealed by the party approved by Kawartha Speedway, Peterborough Speedway, Mosport Speedway, Sunset Speedway or Barrie Speedway when purchased which will document that you are legal to compete. This does not make you exempt from any inspection that can be performed without breaking seals.

The following modifications are permitted. To achieve clearance to the race track the oil pan may be upgraded to the following: Champ Pan part #CP100 – 7” louvered tray pan with no kick-out. The Harmonic balancer may be changed for the 6 ¾” diameter GM balancer.

Any Inconsistencies found within any crate motor application will result in forfeit of all points earned to that point of the season. Forfeiture of monies and points earned in the event. And disqualification for remainder of season. Crate motor violations will not be tolerated.

COMPRESSION RULE

Maximum of 10.4 – 1 on whistler or 10.0 – 1 on tear down

CONNECTING RODS

Stock type connecting rods only – ie Skat Rods. No re-working of connecting rods. 6” connecting rods allowed. No aluminum connecting rods.

CYLINDER HEADS

OEM cast iron or DART replacements part # 43600 or 43610. Bow Tie or Vortec heads are not allowed. No porting or polishing. No angle plug heads except Ford and Chrysler. No relieving under valves. No unshrouding of valve pocket. Any machine work must be concentric to valve stem. Stainless steel valves allowed, undercut valves may be used, no titanium valves. No turning of valve stems and stock diameter valve springs must be used. Stock lifter bore only. No heads casting #292 Ball method will be used to test valve stem to seat clearance. Ball size is .787 for intake and .531 for exhaust.

Valve Size:	GM	Max. 2.02 intake and 1.60 exhaust
	CLEVELAND	Max. 2.04 intake and 1.65 exhaust
	WINDSOR	Max. 1.84 intake and 1.54 exhaust
	CHRYSLER	Max. 1.88 intake and 1.65 exhaust

Screw in studs allowed. Guide plates allowed. No stud girdles or rev kits.

FUEL PUMP

Mechanical pump only, no electric pumps.

INTAKE MANIFOLD

No porting or polishing permitted. No alterations, No high rise, Low profile intakes only. No acid flowed intakes allowed. 2 – Barrel stock OEM cast iron intakes or #2101 (Chev), #2176 (Chrysler), #2750 (Ford Cleveland), #2181 (Ford Windsor) Edelbrock performer current series intake permitted. Aluminum intakes cannot be painted. 1st design manifolds of same part number are not permitted.

WATER PUMP

Stock OEM replacement pumps or aftermarket aluminum pumps allowed. Aluminum pulleys allowed

OIL PAN AND LUBRICATION

Extra capacity wetsump oil pans allowed, no external oil pumps. Fords motors only may run single stage external pump.

PISTONS

No dome pistons. Only flat top or dished pistons are allowed. Pistons cannot protrude above the deck of the block.