



2023 BONE STOCK RULES

PETERBOROUGH SPEEDWAY

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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. Track reserves the right to keep any parts for further inspection, any illegal parts will be returned at the end of the current season.

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.

2023 – BONE STOCK

This class is open to any driver who has not raced a Stock Car in a class with more than 4 cylinders. Any driver that has must be approved by management, however the track reserves the right to move any driver and or car up into the Mini Stock Division in the fairness of competition.

This class is open to 2012 and older 2 & 4 door sedans, hatchbacks & wagons. 4 cylinders max. No turbos, superchargers. No convertibles, mid-engine, rear engine cars or all-wheel drive cars.

SPECIFICATIONS

APPEARANCE

Body must be stock appearing and in stock position on frame. All chrome moldings, ornaments, door handles, glass, lights, or plastic components must be removed, except grille and windshield.

Appearance of race cars participating in racing event must be presentable in appearance. Cars that are considered unsafe or improperly prepared will be rejected by the tech committee.

AIR BOX / FILTER

After market or OEM type air filter element is acceptable as long as the filter element is fully enclosed with a factory, aftermarket or homemade air box. Only one 3" hole is acceptable for air to enter box on bottom side without any air directors channeling air to box.

BATTERY

Batteries must be securely mounted in a sealed container behind the driver.

E.g. a marine battery container with lid.

BODY

A) BUMPERS

Front and rear bumpers must be stock and in stock position. Each car must have a tow hook or chain front and back. You are not allowed to have any cut outs or drilled holes in bumper covers

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B) DOORS

All doors must be welded or bolted shut to the satisfactions of the tech inspector. **All doors must remain intact** with the exception of the driver's door which if only the door skin is used then 3 horizontal door bars on driver's side are 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 16gauge metal plate between door bars and body skin on driver's side is mandatory on all cars if only door skin is used.

C) HOOD AND TRUNK LID

Full stock hood and bracing must be retained, with easy access in the event of a fire. No hood openings allowed. Full stock trunk and bracing must be retained. A quick hold-down release must be used. No modified or aftermarket rear spoilers.

D) REAR & SIDE WINDOWS

Absolutely no rear windows permitted. Side ¼ window openings may be closed in with lexan.

E) WHEEL OPENINGS / ROCKER PANELS

Original wheel arches must be retained. Rocker panels must be stock clearance from the ground, no aftermarket skirts.

G) WINDSHIELD

Windshield is a must. Windshields must be in good condition with 4 safety clips or Lexan. If Lexan is used 2 braces must be installed on the inside of windshield. No Plexiglass, screens, or half windshields allowed. The top 5" of windshield must be kept clear for Peterborough Speedway division sponsors.

BRAKES

All four wheels must be working. No brake biasing of any kind, including valves, blocked lines etc. No brake lines allowed in the driver compartment. Rear disc brakes are only allowed if it is stock for the year, make and model of the car. No modifying of friction material. Slotted/cross drilled rotors are not allowed

CHASSIS AND SUSPENSION**A) ROLL CAGE**

Cage is not to extend forwards beyond the cockpit area. A rear hoop to protect the fuel cell is permitted and can be tied into the main cage.

A full 4-point roll cage (see diagram). Rear kickbacks are optional but must not tie into suspension. 1 3/4" O.D. tubing must be used with a minimum of .095" wall thickness. No Offset Cages. No part of the roll cage may project outside the exterior sheet metal. If driver's door inner door skin is removed, you must install 3 horizontal door bars 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, plus a minimum off 40" x 14" high 16 gauge steel plate between door bars and body skin on drivers side. X bars on right side of cage will be allowed. Padding in the driver's area is mandatory. Roll cage cannot be used to support or strengthen the frame. Inspection hole required at base of roll cage. No pipe fittings to be used. Must be a professional looking roll cage with electrical welding only. No brazing.

B) SHOCKS/STRUTTS

Stock factory replacement shocks/struts only. No racing shocks allowed. No adjustable shocks/struts. Shocks/struts must be factory length and unaltered.

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C) SUSPENSIONS AND FRAMES

All suspension and frame components must be stock for the make, model and year of the car, with no modification. Suspension may not be adjusted. Same sway bar link length side to side. Springs may not be interchanged between models and or years. Factory springs may be cut but must be the same height and diameter/rate side to side. One spring rubber per corner allowed a max of 360 degrees. A maximum front wheel camber of +/- 3 degrees is permitted in both front wheels, which can be measured of level with a difference of 1" between the bottom and top of rim with tire at 35lbs. No Polyurethane bushings. Rear Camber to be a max of 1/2" if factory available Left Rear may not have any positive camber. Rear wheels must track the front wheels. To bring rear camber within specs adjustable components may be utilized.

D) GROUND CLEARANCE

Minimum frame and body height is 5" with driver out of car.

COOLING SYSTEM

Larger rads permissible only if they fit in stock rad cradle. No antifreeze permitted. An overflow can must be installed on the firewall, behind the right front tire. Front rad cradle must be retained.

DRIVELINE

Cars must have a safety driveshaft hoop installed at the front of the driveshaft if using a rear wheel drive, and driveshaft must be painted white.

ENGINE – SERIAL #'S MUST BE PAINTED A BRIGHT COLOUR

Engines must be a max of 4 cylinders, no rotary engines. No turbo or super chargers. Must be the engine made for that year and model of car. Engine must remain stock in every respect. JDM engines permitted but must have been factory available in Canada for the year make and model of car being run (additional weight penalties may be imposed in fairness of competition). V-TEC engines are allowed if the same engine was available as a non V-TEC version for the year make and model. If the vehicle only came with V-TEC it needs management approval to be run and must have the V-TEC solenoid disconnected. The solenoid must be disconnected. A block off plate is mandatory to be installed and sealed by the Speedway. These motors will have a 50lb weight penalty and the 50lbs must be set on the right front passengers floor. If anyone is caught pinning or having V-TEC enabled, it will result in a 1-year suspension from competition! If the car came with VVT it must be disconnected and approved by management. IF IT ISN'T STOCK, IT ISN'T LEGAL, **Cars that came with V-TEC or VVT and have a advertised Horsepower of 130 or less may leave the systems operational**

EXHAUST SYSTEM

Stock exhaust manifold only. No headers factory or aftermarket. Some type of muffler is required, but catalytic converter may be removed. Max 2" OD exhaust pipes must exit to the outside of the car to the rear of the driver and within 18" of the rear wheels. Exhaust should be firmly mounted high enough to avoid contact with the track surface during racing conditions. The exhaust cannot have any sharp edges or protrude outside of the body line. All Honda's must run a non-direct flow/offset muffler, 1 1/2 "inlet & outlet. Eco-Tec motors must run a non-direct flow/offset muffler, 2 "inlet & outlet.

FUEL

Pump fuel only, the gasoline shall not be blended with alcohols, ether or other oxygenates 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

Stock fuel pumps only. Electric fuel pumps allowed provided car was manufactured with it. No high pressure after market electric fuel pumps allowed. When using an electric fuel pump an oil sender safety shut-off must be used.

FUEL SYSTEM

A) FUEL TANK

Fuel tank is to be securely mounted in its original position underneath the car. Or a fuel cell can be mounted in the center of the trunk area, with filler inside trunk. The fuel tank must be separated from the driver's compartment by an all metal firewall. There can be no openings in the firewall, any holes must be filled in with metal. No filler neck or fuel line is permitted inside of the driver's compartment. The fuel cell must be firmly secured with steel straps to the original floor of the trunk. Minimum of two straps front and back, one side to side (straps must be steel and a minimum of 2" x 1/16" flat strap). All filler caps must be non-vented. No car will be permitted to run if any sign of fuel leakage is found. The mounting of the fuel cell is at the discretion of the tech inspector. A single safety hoop with two uprights (similar design as rad hoop – see diag.) is required when using a fuel cell and must extend below the bottom of the cell. Tubing may not exceed 1 3/4" x .095". Hoop can tie into the cage as indicated in the diagram on page 8.

B) FUEL SHUT-OFF

There must be a fuel shut off valve in working order and mounted in the rear firewall or window parcel shelf accessible by safety personal. It must be brightly and neatly marked "ON" and "OFF".

IGNITION & CHARGING SYSTEM

Ignition system must remain stock in every respect. Stock replacement parts only. No aftermarket high performance ignition systems. Charging system must be completely working.

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 personnel.

INTERIOR

All upholstery materials and trim and padding must be removed. The front and rear firewalls must have all holes and openings filled with sheet metal. **NO SHEET METAL SCREWS TO BE USED.** Pop rivets or welding brazing only.

All inner metal door and quarter panel bracing must be retained unless full roll cage door bars are used. Any holes in the floor pan must be covered with sheet metal. Original floor pan must be retained. Seat belts must be firmly mounted to the floor or chassis of the car. From front firewall forward must be 100% stock unless listed in these rules. One rear view mirror permitted, no side mirrors. No fuel or brake lines or fuel filters permitted in the driver's compartment. All glass except the windshield must be removed.

PAINT AND LETTERING

Only those cars who are entered in the Bone Stock division and registered are permitted to pre-number their car (One or two digits) no letters or fractions. Registered driver's numbers must be on the sides of the car in large (minimum 18") letters in a colour that clearly contrasts to the paint job on the car. All cars of non-members must have sides and roof clear so the number assigned by the track official can be placed on the car. The top 5" of the windshield must be kept clear for division sponsor logo. 4" number required on right to of windshield. **VULGAR WORDS/EXPRESSIONS ARE NOT PERMITTED.**

RADIOS

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No One-way or two-way radios. No cell phones.

REAR END & TRANSMISSION

Rear end to be stock, no locked or posi. No welding, No LSD transmissions.

SAFETY

A) HELMET & APPAREL

Driver's fire suit is mandatory. Fireproof gloves with an SFI 3.3 rating are mandatory. Approved fire retardant driving suits include Nomex, Gragal, Simpson and Pyrotect. Driver and suit must maintain clean looking appearance. A balaclava, underwear, socks, and shoes are also recommended. No nylon shoes allowed. A Snell 2015 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

All cars must be equipped with a quick release type, 5-point harness with a minimum 3" lap belt and shoulder harness of 3", Crotch belt is mandatory. All 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. The harness will be approved if it meets size and date specification and is in good condition. Seat belts with a manufactured date will expire after 3 years. Belts with the new sfi tag and expiry date will expire at the end of the month listed on the tag. Hans ready belts with shoulder belts utilizing a 2" portion in the harness will also be accepted. *Please see installation Diagrams on last page.*

C) FIRE CONTROL

Cars must have a 2 ½lbs fire extinguisher with either a steel or aluminum head mounted in a 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 earlier 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 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 must be made of some energy absorbing material. Headrest side plates recommended.

E) WINDOW NET

Driver's side window net mandatory with minimum 3/8" rod. Must have top release.

G) JACK STANDS

All jack stands must be plated on the bottom.

H) COMPETITORS UNDER THE AGE OF 16

Any driver under the age of 16 must utilize a Head and Neck restraint with an SFI 38.1 rating along with fireproof gloves and shoes having SFI 3.3 rating. In addition to this it is highly recommended that the best safety equipment available including seats be utilized.

I) HEAD AND NECK RESTRAINT

SFI 38.1 Head and Neck restraint device is mandatory.

TIRES

55, 60, 65, 70, 75 & 80 series tires only, speed rated V, S, T or H. No performance rated, directional, snow or racing tires. Maximum tire size allowed is 205 x 55 x (rim size). No Falken's allowed. Right side tires must be the same size and left side tires must be the same size also, all tires are subject to approval of official in charge. All tires must be DOT approved and cannot have a tread wear rating of less than 400, if either the DOT approved or tread wear rating is removed from the tire it will be deemed illegal. A 1/8" tread depth rule will be enforced. No doping and/or chemical treating of tires. No shaving or camber cutting. No pressure relief valves.

TRANSPONDER AND LOCATION

For scoring purposes all cars must have a working transponder. Location is 90" from the front most part of the nose to the front of the transponder

Transponders are to be mounted flat with the LED lights facing down and must have a clear line of sight to the race track surface. Transponders are to be hooked up directly to the battery or may be hooked up to the ignition switch. Under no circumstances is a transponder to be hooked up to a switch that operates the transponder only! It is your responsibility to ensure the transponder is mounted in the proper location and is working at all times.

WEIGHT

The car's minimum required weight is calculated based on the chart below.

Engine Type	Minimum Weight
8 or 12 valve SOHC	2100 lbs
16 valve SOHC	2300 lbs
16 valve DOHC – MacPherson Strut Cars	2600 lbs
16 valve DOHC	2700 lbs

All ballast weight must be securely fastened and located ahead of the rear axle.

A 100lbs weight penalty will be added for any vehicles using a standard transmission.

Cavaliers and Sunfires will receive a 50lb weight break if still using a non ecotec engine.

Minimum required weight is measured with the driver in the car. A maximum left side weight of 55%. And rear weight of 45% No topping up with fuel after the feature.

To equalize the field as much as possible additional weight will be added to the total actual weight of the car (as it rolls over the scales after the feature) as follows – Feature win: 50lbs, Second place: 25lbs.

This penalty weight will be added to the right side of the car centre of the wheelbase to the far right against the rocker panel and cannot be lower than the floor. After accumulating a 100lbs in penalty weight cars finishing in the top two positions in the feature will lose ½% of left side each time opposed to additional weight being added. These penalties only apply to points events only.

Peterborough Speedway reserves the right to add any amount of lead to any location to keep the class competitive and fun.

WHEELS

Stock OEM wheels only. Maximum width of 7" measured from bead to bead seat if factory available. All wheels must be either 12, 13, 14 or 15" diameter. 16" wheels are only permitted if factory available. No intermixing of wheel size permitted. Aluminum wheels allowed provided they are stock production for the

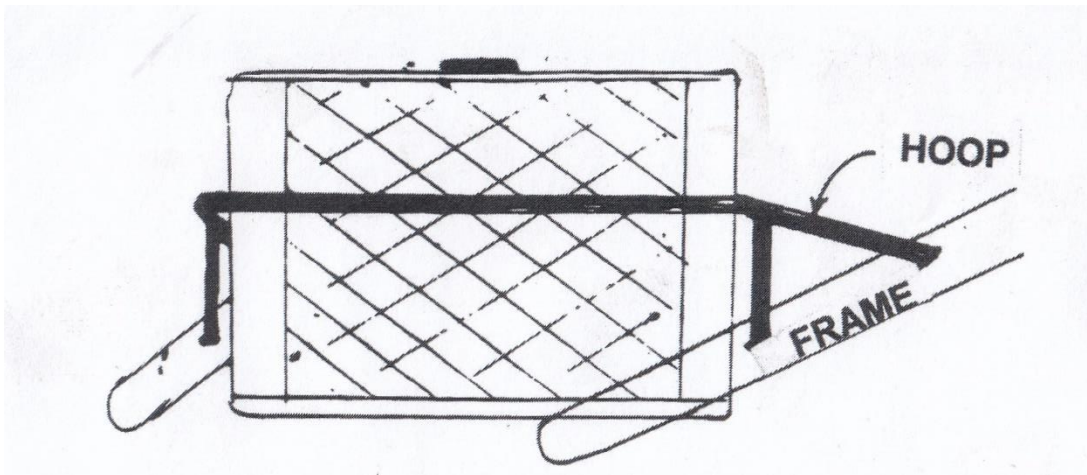
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vehicle.

MINIMUM ROLE CAGE REQUIREMENTS



MAXIMUM ALLOWED RADIATOR BRACING



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SEAT BELT INSTALLATION TIPS

