



Western Speedway
Western Promotions Ltd.
2207 Millstream Road
Victoria, B.C. V9B 0J7
Daryl Crocker 1.250.361.6359

Western Speedway Claimer Car Rules (last updated Dec 19, 2019)

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide the orderly conduct of racing events and to establish minimum acceptance requirements for such auto racing events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules and regulations are intended as a guide for the conduct of auto racing at Western Speedway and are no way a guarantee against injury, or death to a participant, spectator, officials or others.

The Race Director and/or Technical Director shall be empowered to permit minor deviation from any of the specifications or rules herein, or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements.

NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM SUCH ALTERATION OF THESE SPECIFICATIONS OR RULES.

Any interpretation of, or deviation from these specifications or rules is left to the discretion of the Race Director and/or Technical Officials. Their decision is final.

Minor drivers and their parents are responsible to read and understand the rules and regulations set forth in this rule book.

COMPETITOR OBLIGATION: Every driver must inspect the racing surface and the racetrack area to learn of any defects, obstructions, or anything which, in the driver's opinion, is unsafe and the driver shall report in writing to a track official. Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that he is aware that auto racing involves risks and that by competing in that event the driver assumes these risks with full awareness and knowledge.

ALL RULES ARE SUBJECT TO THE INTERPRETATION OF THE TRACK OFFICIALS, ANY EQUIPMENT THAT THE OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. IN THE INTEREST OF FAIRNESS THE RULES MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION.

No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which Western Speedway track events will be governed. Western Speedway Tech officials are authorized to decide if an equipment change, or modification is an attempt to circumvent these rules. Western Speedway officials can and will disqualify a race car in violation of the spirit or intent of these rules. If this rule book does not specifically state that you can alter, change or otherwise modify something on your car, you should



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consider it a violation of these rules. No part is deemed to have been approved by Western Speedway officials by passing through prior technical inspections.

GENERAL INFORMATION

The Driver of each car represents to the Promoter and all others, that his car has satisfied all applicable rules, including but not limited to safety rules, whenever such Driver participated in any warm-up, practice or competitive laps.

The Driver of each car is also completely responsible for ALL actions of Crew Members, Sponsors, or all else signed under their number.

If you have any complaints, disputes, problems, or questions, only the Driver and Crew Chief, Driver and Car Owner, or Driver and one representative from your team may approach an Official, in a civil manner to resolve the situation

All participants are expected to take pride in being part of Western Speedway's weekly program. Auto racing entertainment is what we have to offer and we will not tolerate the lack of professional attitude, conduct or appearance of car, driver crew or others involved.

All cars are required to completely conform to the rules package specific to their class. All parts or components deemed by the Technical Officials to be non conforming will be prohibited. Use of prohibited parts may result in disqualification, fine and/or suspension to the Driver and/or Owner.

Any prohibited or illegal part found would become the property of Western Speedway.

All construction rules will be decided by Western Speedway Technical Officials. Their decision will be final on all construction rules. Burden of proof on any concern will be the responsibility of the driver and car owner.

These rules are a guideline. Contact the Western Speedway Technical Officials for final approval of your race car.

All Western Speedway divisions are designed to promote greater interest in oval track competition; these rules are intended to create fair classes of racing that are also competitive and fun, and to enable those with moderate means to participate at Western Speedway.

Rules may be subject to change at any time in order to ensure a safe competitive level of competition.

To register a car and obtain a Western Speedway car number please attend the pre-season registration meeting or use the online forms at www.westernspeedway.ca/for-racers/car-registration-online-form

ELIGIBILITY

1. Drivers must be a minimum of 12 years of age or receive approval from Western Speedway.
2. All Drivers and Crew Members under 18 years of age must present a notarized minors release or a minor's release that is signed by both parents or guardians to Western Speedway before they will be allowed in the pit area.



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3. Releases signed by individuals under 21 years of age are not valid.
4. All driver's, must be registered members of Western Speedway in good standing.
5. All entrants must have a valid Western Speedway pit pass. ENTRANTS MUST WEAR THEIR PIT BAND AT ALL TIMES. Pit passes will only be sold at Western Speedway.
6. You must sign in as Driver at the pit gate, and only you can drive the car that night.
7. Multiple Driver teams are allowed. Must be registered and approved by Western Speedway. No driver swaps within a race night.
7. Driver Substitutions are allowed. Western Speedway reserves the right to limit any Driver to a maximum of 2 substitute Drivers per year. All substitutions must be for a valid reason (work, holiday, health, etc) and be approved by Western Speedway.
8. If your car has a catastrophic failure before Qualifying, 1 time per season, you can have another competitor run your # and still receive championship points. No number swapping allowed after qualifying.
8. To receive championship points, a substitute driver must use your car. Having another driver run your # on their car is not allowed.

PROTEST, APPEALS AND COMPLAINTS:

1. All manners in which protests and appeals, shall be governed by the rulebook.
2. Any complaints, disputes, questions, or problems must be directed, by the Driver or the registered Car Owner to the Race Director.
3. Protests, as to an official decision, must be submitted in writing, by the Driver or registered Car Owner to the Race Director within 20 minutes of the official decision being levied. Only a Driver or registered Car Owner in the same class may submit a protest.
4. If a Western Speedway member who is a competitor believes that another competitor has or will obtain a significant unfair advantage by some action that the member believes is in violation of the rules, the member may protest such action to a Western Speedway Official. The protest must be made in writing by the competitor (or his or her Car Owner) within twenty minutes after the checkered flag is displayed signifying the completion of the race. Each separate protest shall be accompanied by a \$100.00 protest fee. The Race Director and/or Technical Director shall decide whether the matter is protestable, and if so shall decide the protest as promptly as possible, and shall inform the parties to the protest of the decision. A decision that the matter is not protestable is final and non-appealable. In deciding the protest, Western Speedway Officials may take whatever action deemed appropriate to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualification, suspension, fines, and/or loss of finishing position(s) in the event), or taking no action. Their decision is final. If the protest is allowed, the money will be reimbursed to the person protesting. If the protest is disallowed, the money will go to the person being protested, less \$25.00 for administrative fees.

TRACK RULES



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1. It is the responsibility of each race team to have in their possession, a current set of rules for the division that they are participating in. If a race team member disputes or protests the rules and that team does not have access to a current set of rules, either online or hardcopy, they protest will be denied.
2. The Race Directors will be the sole authority in the pits concerning the running of the races. The Race Director and the Starter/Flagman will be in charge of on-track competition. The Technical Director will handle all technical protests.
3. Officials will establish the race event procedures; starting positions, length, frequency and administration of all events and programs. When their decision is rendered, that decision will be final and binding. The race may be shortened due to time allotted or weather and once the race has passed the halfway point, it will be an official race.
4. Any complaints, disputes, questions, or problems must be directed, by the Driver or registered Car Owner, to the Race Director immediately following the event.
5. When asked to remove a part or tear down for tech inspection and you refuse, you are subject to a fine, probation, disqualification, and/or suspension.
6. Protests, complaints, disputes, or problems, will be handled in the pits at the completion of that race or completion of the nights racing events. Complaints are not to be made to the scorers or announcers. Any driver, car owner, crew member or family member who goes to the scoring tower at any time to dispute a call can result in the driver of the car being fined and or suspended.
7. Any Driver stopping on the racing surface to argue with an Official, in regards to an Official's decision, can be disqualified from the event and or suspended.
8. Any Driver or Crew Member who is injured or involved in an accident must submit to a check by the medical attendants. Any Driver involved in a serious accident will not enter or re-enter a race until approval to do so is given by Officials and medical attendants. Medical transportation from the racetrack to the hospital is the competitor's' responsibility.
9. Driver's meeting is mandatory. Drivers must attend, if the Driver does attend the drivers meeting he/she will start at the back of their respective races.
10. Two way communication radios are NOT allowed at Western Speedway except in the Late Model and Mini Stock Divisions. All cars must run a transponder. Transponder must be mounted on the right rear frame rail behind the rear end housing, or in the passenger seat area.
11. Permission must be obtained from the Race Director or Technical Director before any practice and or safety laps, other than the designated practice time may be taken. All cars MUST go through Tech prior to entering the racing surface each race day. All cars will run under the approval of the Technical Inspectors.
12. Any unauthorized persons entering onto the racing surface during race conditions will result in a disqualification, penalty, fine, or suspension, to the person and affiliated Driver.
13. No personal cars or vehicles in the pit area.
14. One person must remain with the race car at all times.



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15. All Rookie drivers must start at the back of all events for the first two weeks of racing. Rookies must have a yellow strip on the back bumper.
16. Waste oil must be placed in waste oil barrels at the designated waste oil area. Failure to do this will result in a minimum fine of \$200.00.
17. Unsportsmanlike conduct by drivers will not be tolerated. An appropriate penalty will be issued.
18. Verbal or physical abuse of anyone will not be tolerated. Minimum suspension one week, fine or both.
19. Any competitor or Crew Member who participated in a fight in the pits, or on the racetrack, or on the premises, will result in a minimum of \$500.00 fine, suspension, and/or loss of points and positions in the event. **STAY IN YOUR OWN PITS! ANY DRIVER OR CREW MEMBER THAT GOES INTO SOMEONE ELSE'S PITS, YELLING OR WITH ANY KIND OF AGGRESSIVE BEHAVIOR WILL NOT BE TOLERATED!! YOUR CAR WILL BE LOADED AND YOU WILL BE REQUIRED TO LEAVE THE RACETRACK PREMISES.**
20. Any competitor or Crew Member, who has a pit band, partakes of any alcoholic beverage, stimulating, depressing, or tranquilizing drugs or is otherwise under the influence will result in disqualification and a minimum fine of \$500.00 along with a suspension.
21. Any competing car, whose speed has been reduced to the point where it could cause a safety problem, may be removed from the racing surface at the option of the Officials.
22. End of the year tiebreaker procedures: Most first place A-Main wins, if still tied after wins, the tiebreaker will continue as follows until tie is broken. Most A-Main second place finishes, most third place A-Main finishes, most top five finishes (all events), highest win percentage in all events.
23. **ROOKIE OF THE YEAR:** If you are competing for Rookie of The Year, and you run more than five (5) races in your division and/or an upper division, in any year, you are not eligible to compete for Rookie of The Year in the future.
24. Any car continuously unable to start under its own power may be liable for a penalty or disqualification from the event or from the complete program.
25. Any Driver or Crew that does not take their car to the line-up grid, when requested to by the Officials, may be required to start at the back of the line-up for that event.
26. If a car is dead on the track, when racing is in progress, the Driver must stay in the car with seatbelts fastened until the race is stopped, except in case of a fire or rollover. Failure to comply may result in a penalty, disqualification, and/or suspension.
27. No race cars will be allowed on the track until the track has been opened for official practice or racing.
28. No person shall be permitted to ride on the outside of a race car, tow vehicle or trailer at any time.
29. No speeding in the pits. You must use caution while driving in the pit area or you will be subject to a fine or suspension. No donuts, burnouts, etc. allowed. We need to keep the pits safe for Drivers and all others.
30. **NO firearms allowed in the pit area.**



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FLAGS

1. **ORIGINAL START:** You must take the Green Flag at the start of the main event in order to compete in that main event. If you come out once the race has started, without approval from the Race Director, you will be black flagged and parked.
2. On the original start of any race, Drivers must stay double file nose to tail and may not pass until you are past the start/finish line. Drivers on the front row of any race, get one (1) chance on the original start. If the start is waved off, the Race Directors can choose to move them back a row, and the second row will move to the front row. **If you cause a caution on the original start, you will go to the back of the field.**
3. On any start of a race, if a car drops out, the line will move up. Example: If a car on the inside row, say the third place car, falls out of line and cannot start the race, then that row only will move ahead. Same as if the sixth place car falls out, then only the outside row will move ahead.
4. **CONE RE-STARTS**(if applicable): On cone restarts the flagman will give you the 2 to go sign, then next time around there will be a cone on the front straight. You will choose inside or outside, whatever lane you choose that is where you are going to start. If you change lanes you will be penalized after the race or black flagged. All restarts will be double file, the leader will set the pace. No passing until the green flag or green light comes on. Drivers receiving the black flag will always go to the end of the longest line.
5. **GREEN FLAG:** On any start or restart, you will always receive the green. If the Race Director does not like the start, he will then throw the yellow, and restart the race.
6. **YELLOW FLAG:** When a yellow flag or yellow lights comes on, you will slow and maintain your position, you may not pass, failure to do so will result in being put to the back of the field. Under each caution, yellow laps will NOT count. No racing back to the yellow. If you are unsure what position you are in, pull up beside the Driver in question and wait for the Officials to direct you to your proper restart position. If you are involved in or cause a caution, you go to the rear of the field.
7. **RED FLAG:** Cars must come to a complete, safe stop. NO crew members are allowed on the track during a Red Flag condition, unless permission is given from the Race Director. Drivers are not allowed to move their car off the track on a red flag. Drivers may exit the track, only by permission of an Official or when the track goes to a yellow condition. Failure to abide by this rule will result in a two (2)-lap penalty. Repairs or service of any nature or refueling will NOT be permitted when the race is halted due to a red flag.
8. **BLACK FLAG:** Drivers receiving a black flag will leave the track immediately and report to the Pit Boss in a designated area, failure to abide by the black flag will result in disqualification. At the discretion of the Race Director, a driver may stop being scored after failing to obey the black flag for 4 or more laps.

RACE PROCEDURES AND LINEUPS

1. Time trials will be performed at all Western Speedway events. (Unless otherwise posted) Qualifying will consist of group qualifying or two continuous qualifying laps.
2. Heat Races will be a minimum of eight (8) laps. All heat races will be fully inverted, with even numbered qualifiers in one and odd qualifiers in the other.



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3. Western Speedway officials will determine how many cars will start the A-Main. All Main events will be inverted. The invert will be decided by Western Speedway officials.
4. Western Speedway officials will advise drivers of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.
5. The lineup posted on the pit board when cars entering the racing surface for any race shall be the final lineup. In the event of a car dropping out of the lineup for mechanical reasons, the row will move straight forward.

Claimer Car Construction Rules (Subject to change)

This is supposed to be an ECONOMICAL CLASS! \$300 CLAIM!

1. Any 4 cylinder North American/Domestic compact car. Maximum 150 horsepower as originally advertised by the manufacturer. No turbos, Superchargers, or variable valve timing allowed. Cars must have a complete stock Steel body, interior, frame and suspension. No skinning of the body, except door skins when running a perimeter full cage, hoods and trunk lids must be stock, no skinning allowed. Hatchback cars must run complete hatchback. NO bracing anywhere except inside the driver's compartment.

Here are some examples of suitable cars:

Chevrolet Cavalier
Chevrolet Cobalt
Pontiac Sunbird
Pontiac Sunfire
Dodge/Plymouth Neon
Plymouth Sundance
Dodge Spirit
Ford Tempo/Mercury Topaz
Ford Escort/Mercury Lynx
Ford Probe
Ford Focus

This list does not cover all eligible cars, it just provides some examples. If you have a car that you feel falls within the rules, that is not on this list, please email Daryl Crocker daryl@westernspeedway.net with the applicable information so a decision can be made on eligibility of the car, **BEFORE YOU BUILD IT!**

2. MANDATORY CAGE REQUIREMENTS

Single hoop style: (minimum 1.5" 0.095 wall thickness round tubing) roll over bar with 2 forward braces and one rear brace. Hoop must be mandrel bent. Roll bar and supports must be welded to main frame rails of the body structure or bolted in using 6"x6" 3/16" steel plates and 4- 1/2" bolts



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Full Cage: (minimum 1.5" 0.095 wall thickness round tubing) Cage must be mandrel bent. Roll bar and supports must be welded to main frame rails of the body structure or bolted in using 6"x6" 3/16" steel plates and 4- 1/2" bolts

Upright Style cage: 3" minimum pipe or equivalent steel upright 0.095 wall thickness, with 6"x6" 3/16" thick steel mounting plates on each end. Mounted vertical from roof to floor pan, located behind the driver's seat with a minimum 2" 0.095 wall thickness kicker bar bolted to rear strut area and welded to upright. A second minimum 3" 0.095 wall thickness upright **must** be mounted in front of the front passenger seat. Uprights must be welded together with a minimum 2" 0.095 pipe no more than 4" down from the roof. Passenger side upright must also have a welded kicker minimum 2" 0.095 that bolts down to the strut area. Uprights must be bolted (or welded) with 1/2" bolts to the floor pan and roof. Rear kicker bars may extend no farther back than one foot from the inside of the rear taillight panel.

3. Drivers door must be welded or chained shut. Must have driver's side door reinforcement, with a minimum of a 6" C channel bolted (or welded) to the outside of the door with 3/4 inch bolts. All edges must be trimmed of sharp edges. C channel **MUST** extend to within 2" of front and rear wheel openings. Passenger door must be chained, or welded shut. Window net is mandatory and must be properly mounted in driver's window with a quick release seat belt buckle or something tech approved bolted inside door.

4. Dashboard, Interior, Steering and Pedals must remain completely stock for make and model of car. All insulation under hood must be removed.

5 Air bags must be removed.

6. Stock carburetor or fuel injection for that make and model.

7. Transmission for that make and model.

8. Stock Exhaust system for that make and model. Mufflers Mandatory. If muffler falls off, it must be replaced by next race with same type - no thrush or high performance mufflers allowed - you will not be racing until changed to stock.

9. Battery must be securely fastened and remain under hood. Recommended: Battery to be inside marine battery box. If you cannot do this, then cover with rubber and secure.

10. Stock unaltered rear end for that make and model.

11. Approved DOT 60 series or bigger passenger tires only. Tires must be the same size side to side, example (195/60/14) on the front & (185/60/15) on the back is acceptable. Tires must have a 400 treadwear rating or higher.

12. Suspension must remain stock. The only alteration allowed is cutting of stock springs. OEM replacement parts only. no camber, caster adjusters or racing springs allowed.

13. Gas Tank a) If stock gas tank is ahead of rear axle it may remain in place. b) If stock gas tank is behind rear axle, it must be replaced with a fuel cell or plastic boat tank (6.6 gallon maximum). RECOMMENDED. c) Fuel cell/boat tanks must be covered, secured and located in trunk.

14. All glass (except front windshield) must be removed prior to arrival to the track.



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15. Personal Protection: Approved helmets, gloves and racing suits or fire proof coveralls (no pants, shirts, coats allowed). No Nylon. All Drivers must wear a Snell 2005 or newer helmet (Snell 2015 is recommended). Goggles or a face shield must be worn. Neck braces are recommended. Belts cannot be older than 10 years and must have SFI tag on them, so we can tell what year they were made. If no tag, they will be considered too old and must be replaced.

16. 5-point harness mandatory with sub belt bolted in (no sub belt, no race).

17. All cars should have an acceptable presentation.

18. Car numbers: All numbers must be registered with Western Speedway, no triple numbers, no numbers with an X. **CAR NUMBERS MUST BE HIGHLY VISIBLE - Contrasting colours are MANDATORY. It is required to have a Roof number, and numbers on each rear quarter panel. If we cannot read your number - you will not be scored.**

19. \$100. Management claim in effect at all times. Claim is only for the car, does not include, cage, battery, safety equipment, fuel cell, or anything else that has been added to the car in the name of safety. Claim does include any parts or pieces that have been added in the name of performance.

20. No two way radio communications between driver and/or pits/grandstands.

21. Once you time in a car and number combination, you must drive that car all night. If that car has any problem so that it cannot continue to race, you cannot switch cars.

22. Bumpers must remain stock to make of car and chained or bolted to car with maximum 3/4 inch bolts. If bumper falls off it can be replaced with (1) piece of maximum 3 inch tubing and must be no longer than inside of fenders. Bumpers must be attached to stock frame horns at all times. No other reinforcing allowed to bumper or any other part of car. Ends must be capped or beveled off. Replacement front and rear bumpers are subject to tech approval.

Any part or equipment found during an inspection or any other time, that does not meet applicable Western Speedway standards must be surrendered to WESTERN SPEEDWAY Tech Officials at that time, and will not be returned. Failing to not give up the part or parts will result in a fine, and/or loss of points and/or suspension.

Western Speedway Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of passing through inspection,

WESTERN SPEEDWAY Officials recommend that you carefully study the Western Speedway rulebook in order to be familiar with all aspects of racing. If you are considering a part for modification or procedure not covered in these rules, contact Western Speedway Tech Official before proceeding with any purchases or modifications.

If you have any questions regarding the rules set forth, contact the Western Speedway Tech Official.

In keeping with Western Speedway's commitment to maintaining proper balance in the competition arena, it may be necessary for Western Speedway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition.



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Western Speedway's goal of a full starting field of various makes in each race, that are equally matched as possible is certainly in the best overall interest of the sport.

EIRI: (Except in rare instances) Decisions of Western Speedway Officials are final and binding without exception.