



## **2019 Oval Track General Rules and Regulations**

### **Section 1: Rule Book Disclaimer**

The rules and regulations set forth are designed for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all events, and by participating in these events, all persons are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, inspector, or official.

The Race Director shall be empowered to permit minor deviation from any of the specifications herein or to impose any further restrictions that in his or her opinion do not alter the minimum acceptable requirements. No express or implied warranty of safety shall result from such alterations of requirements. Any interpretation or deviation of these rules is left to the discretion of Eastbound Park. Their decision is final.

### **Section 2: General Regulations**

1. Drinking of intoxicating beverages on the race premises, by a driver, car owner, or pit crewmember, in advance of any race event is strictly prohibited. Any person whatsoever who shows evidence of partaking in any alcoholic beverages will be required to leave the facility immediately and may be subject to future disciplinary action.

2. No driver, crewmember or owner may enter the racing area until all appropriate releases and or entry forms have been completed. Eastbound reserves the right to reject or allow any car and/or driver to enter the facility.

3. In presenting themselves in the pits, every Eastbound participant must be aware of their responsibility to the sport for their dress and will conduct themselves in a sportsman like manner at all times. All participants are expected to present a professional image at all times.
4. The driver will be responsible for the proper behavior of all crewmembers.
5. The driver shall be the sole spokesperson for their car owner and pit crew in any and all matters pertaining to the race and the driver only shall take part in any arbitration with Eastbound officials.
6. All Eastbound participants empower Eastbound to all property, rights and interest in any broadcast by radio, television, motion pictures, and/or by any other means of media related material and/or promotion and any and all receipts there from, belong to Eastbound for their exclusive and unlimited use.
7. No Eastbound participant shall subject any official to any form of verbal or physical abuse or improper signs or language at any time. Any violations of this could result in ejection from the facility as well as any other future disciplinary action deemed appropriate by Eastbound officials.
8. No Eastbound participants shall participate in any fights in the pits or any other part of the racing premises at any time. Any participant doing so will be immediately ejected from the facility and may face other disciplinary action as deemed appropriate by Eastbound.
9. Eastbound reserves the right to subject any car to a mechanical inspection at any time and further reserves the right to disqualify any participant from competition, or any car from competition.
10. It shall be the responsibility of the driver and car owner to provide the car for inspection and/or teardown when requested to do so by Eastbound officials. Failure to comply with pre-race inspections will result in ejection from the racing event and the car will have to be removed from the facility. Failure to comply with post-race inspections will result in

disqualification from the event, forfeiting of points and money for that event, and any further disciplinary action deemed appropriate by Eastbound.

11. Eastbound reserves the right to have all cars use the same fuel. Eastbound also reserves the right to have a sample of fuel used sent for chemical analysis, and the results of that test will be used to determine if any illegal additives have been added to the fuel, or if octane ratings exceed those as set out in these rules. Octane 91 maximum – Pump Fuel Only - No Racing Fuel unless specified.

12. The use of two-way radios is prohibited. Any other form of electronic communication, such as a cellular telephone, is also prohibited. Penalty for the use of such devices with the driver will result in disqualification from the event in which it was used. Two-way radios are allowed in the Sportsman and Legend Car series at Eastbound Speedway.

13. No person shall ride on any vehicle within the pit area. No person shall enter the racing surface at any time unless approved by Eastbound officials. Any person in violation of this will be subject to ejection from the event or any other disciplinary action deemed appropriate by Eastbound officials.

14. It is the intention of Eastbound to provide a safe and respectful race venue for all participants, officials, staff, and spectators. It is expected that all participants observe utmost safety when entering and exiting the racing surface. Any participants conducting themselves in any manner which may jeopardize the safety of other participants, crew members, officials, and spectators will be immediately ejected from the event and the car and team will be required to leave the facility. Eastbound reserves the right to further disciplinary action, as it deems appropriate.

15. No driver, car owner, or crewmember shall have claim for damages, expenses or otherwise against Eastbound, or its officials, by reason of disqualification, or damage to either car or driver or both; and car owner, driver, and pit crews agree that the track is in safe condition if they take part in racing activities.

16. All drivers, car owners, and pit crew members assume full responsibility for any and all bodily injuries sustained, including death and property damage, from any cause whatsoever, at any time they are on the racing premises and/or en-route thereto and there from.

17. Drivers must be no younger than 16 years of age, except where series rules allow. i.e. Legend and Bandolero; any participant under the age of 18 must have written parental/guardian consent. In a series where the driver must be 16 years or older, Eastbound will consider younger drivers. A parent or guardian must apply, in writing, stating name and age of driver, division of racing along with previous race experience. A review will be conducted and a decision put forward. These requests will be handled on a one by one basis. NASCAR Learner's Permits are available for approved 14 & 15 year old participants for the Sportsman and Hobby Stock series'

18. All participants desiring entry to the pit area must personally PRINT and SIGN their name, and include CAR NUMBER on the Insurance Waiver before entering the track. A copy of the waiver is posted in the pit area for your reference. No person under 18 years of age will be permitted in the pit area unless pre-approved by track management as a driver/participant or an INEX member. Each person should pay his /her own fees. . Any vehicle which enters the pit and/or track area is entered at the owners' risk

19. All drivers must complete the 2019 Eastbound Official Car Number / Driver Registration Form – Oval Track, available at [www.eastboundpark.com](http://www.eastboundpark.com), pay the accompanying fee and be approved for a Eastbound driver's license before driving any race car at Eastbound facilities.

20. All vehicles must be registered, approved by Eastbound and have its necessary fees paid before entering an event.

21. Any change of regular drivers must be declared prior to the beginning of the race, with the sign in official. The replacement driver must also be registered as a driver with Eastbound and hold a valid Eastbound driver's license and either a NASCAR license or INEX

membership.

22. As Social Media is an asset to the sport of auto racing, it is not the place to bring disputes. Ongoing disputes shall be confidential and not released to the public by either party, or shared or discussed via social media in any manner, whether in whole or in part. Release to the public may result in a penalty.

23. Anyone who, by word or deed, disrupts, impedes, jeopardizes or in any manner hinders the smooth and orderly presentation of the racing program, or anyone who commits, or causes to be committed, any action detrimental to the racing program at Eastbound International Speedway events, shall be held completely responsible for their actions and will be held personally responsible for any losses incurred by the Eastbound International Speedway. Also, a lifetime suspension could be levied against the offenders.

24. Fighting or acts detrimental to racing: Any driver, car owner, crew member or anyone engaging in a fight shall be subject to a suspension and or a bond and can lose all points and money accumulated by the car they are associated with, for that racing meet, or longer.

25. No individuals or representatives or any group will be recognized in any discussion or dispute unless he/she is a registered driver, and unless a protest form has been submitted, on the race Event.

26. Jack stands must be used or a fine may be imposed.

27. All cars and drivers must be registered with the sign in official. It is the driver's responsibility to see that the sign up official is notified of any changes of car, driver or number.

28. Any cars unable to participate in at least one race during meet, after registering with race line-up official, must notify the tracks technical officials

29. When results are announced and there is a question as to the drivers announced finish, the driver must contact the line-up official within 10

minutes so that a scoring recheck can be made. After this 10 minute period has elapsed all results are final and any complaint is to be registered with the line-up official in writing. At no time is a competitor to approach the score keepers or starters stand in order to dispute a decision. Any attempt to do so may result in a suspension from the race event. Any car which appears to be poorly driven or uncontrollable or unable to obtain speed will start in the scratch position until the race director feels an acceptable performance has been reached. Cars that are unable to maintain speed or out of control may be black flagged.

***NO VIDEO TAPE WILL BE REVIEWED FOR AN INFRACTION DECISION.***

30. Line-Up Method - Lineups will be shown on the board and announced over the P.A. before race time. It is the responsibility of each crew to place their car in the proper position in the lineup before the deadline. Late cars will fall into the back of lineup. The deadline time for lineup position will be the white flag lap of the previous race. Cars will proceed onto the track when instructed by the Pit Road Official and as soon as the checkered flags fall and the track is safe. Any car not in line at this time must start in scratch position.

31. Qualified Cars - Drivers may not borrow any qualified car, from any class, for the feature event. The driver qualifying a car must race the car in the feature, or scratch it for the night. The driver of any qualified car may borrow a car that has not qualified, (unqualified car must be from the same division) but must start in scratch position. All points and money awarded to the driver not the car. It is the driver's responsibility to notify the track line-up official of any driver changes. Failure to do so will result in the loss of all points and money earned for the complete racing meet. Any drivers changing cars must do so before the feature event cars pull onto the racing surface.

32. Sign-In System - On all race nights, all cars must be signed in at least 30 minutes prior to race time. Any cars signing in after this time will have to run scratch position in their heat races.

### **Section 3: Drugs, Illegal Drugs and/or Drug Substances policy**

1. Prescription drugs - Participants using prescription drugs on the advice of a physician must notify Eastbound officials prior to participation in any event.

2. Use or possession of illegal drugs or drug substances - Eastbound participants, including but not limited to, drivers, car owners, crew members, mechanics, sponsors, pit observers, and officials shall not participate in the use or possession of illegal drugs or drug substances, either on the sanctioned facilities grounds, as well as any area considered to be used in the operations of the facilities, such as parking lots or leased facilities. The consumption of alcohol or illegal drugs or drug substances shall not be allowed prior to or during any Eastbound event. Any person found to be in possession of any illegal drugs or drug substances on the racing facility property shall be subject to ejection and/or any other disciplinary action deemed appropriate by Eastbound, including indefinite suspension from the facilities.

### **Section 4: Penalties**

Black Flag Policy and Procedures

*Pull to pit road immediately! Your car is possibly dangerous!*

If you have received a black flag because of mechanical problems in the feature race you will receive points and money for your finishing position. If the black flag is given because of some rule infraction you will be disqualified from the race. Starter's decision is final! Failure to obey this flag will result in suspension for the balance of race meet or race events. Disobeying the flag, you can be suspended. Black flag will be given for two consecutive laps or at starter's discretion. You can receive the black for the following infractions: Passing pole position car either on original start or restart, rough driving, blocking, bumping or any act detrimental to the rules of the speedway.

### **Section 5: Safety Procedures and Regulations**

1. All cars must have an approved type of safety seatbelt equipped with a quick release buckle. Belts must be a minimum of three inches and width

and shoulder restraints are mandatory. Belts must be securely fastened to the roll cage and/or frame with grade eight bolts no smaller than 3/8 in size. Five point harness recommended. No inertia or reel roll types of belts permitted. Belts will be checked for expiry dates; unexpired belts will be mandatory. Belts with a manufacture date are good for 3 years from date of manufacture.

2. All drivers participating at Eastbound events must wear safety helmets designed for this purpose. Snell SA 2010 or better approved racing helmets mandatory. No 'M' type. SFI approved full fire racing suits of a flame retardant nature, fire retardant neck braces and fire retardant gloves are mandatory at all times the car is on the racing surface. Fire retardant shoes and underwear are highly recommended.

3. Head and neck restraint devices are mandatory for all Bandolero, Legend, Hobby Stock and Sportsman divisions at Eastbound Speedway.

4. All cars will be subject to safety inspection at any time by Eastbound officials.

5. No hot laps, time trials, or races shall start until adequate safety and emergency equipment and personnel are present.

6. All race cars must have a 2.5 lb. fire extinguisher. It must be securely fastened and within the reach of the driver. It must be tagged and dated with a gauge. Each pit crew shall have in its possession, in working order, a 5 lb. fire extinguisher. Dry chemical extinguishers are recommended.

7. No cars allowed on the track without an official at the starter's position.

8. Race cars must not be driven into or about the pit or public areas, except when specifically approved by the officials and the arrangements have been made to ensure the safe establishment of clear way for the race car that is being driven. Driving in an unsafe manner in the pit area, loading zones, and public areas, can result in disqualification from the event and ejection, as well as any other disciplinary actions deemed appropriate by Eastbound officials.

9. No car will be allowed in competition without an approved type of roll bar and padding. Specifications as per class.

10. Anyone requiring hospitalization resulting from an injury sustained at Eastbound properties must be cleared by the track official prior to competing in the first race after hospitalization. Eastbound reserves the right to request a doctor's release at any time. Eastbound officials must be notified of any and all incidents or injuries to any participants prior to the conclusion of the event during which such incident or injury occurred.

## **Section 6: Race procedures**

1. The starter and officials will control and have jurisdiction over all cars/drivers once they enter the racetrack, by the use of flags, signals, and signal lights. The decision of the starter will be final and subject only to valid protest.

2. A race may be stopped at the discretion of the starter or any other officials at any time they consider it dangerous to continue.

3. No owner, mechanics or crewmembers are allowed on the racing surface at any time. No driver is allowed to exit their car or remove their seat belts or helmet on the race surface unless instructed to do so by a track official or unless in danger from fire or other unforeseen circumstance. No crewmember is allowed to approach any vehicle while it is on the track. Under no circumstance will a vehicle be attended to on the track.

4. Any competitor stopping on the race track for the purpose of disputing an official decision (i.e. scoring, line-up, or in causing an intentional yellow flag) may be disqualified from the event and any further disciplinary action will be the decision of the track officials.

5. General rules, pre-race, race, and post-race procedures and policies are under the control of the Race Director and/or Tech Director. He/she alone is responsible for the conduct of these segments of the race.

He/she may also delegate authority to a track official or officials to conduct those segments at his/her desire. The Race Director shall make the final decision for all situations.

6. 'Lucky Dog rule' - the first driver one lap down automatically gets his lap back when the caution comes out. Some clarifications and exceptions: If the driver is a lap down because of a penalty he is not eligible for the "Lucky Dog" pass. Drivers who are a lap down because of mechanical problems are not eligible for the "Lucky Dog" until the leaders have lapped at least one car on the track. The driver that causes the caution is not eligible to receive the "Lucky Dog" pass during that yellow. The "Lucky Dog" rule does not apply during the last ten laps of the race.

7. Visual or Minor Protest - This visual or minor protest will be used when the violation can be detected or observed without the use of tools except for a tape measure. This protest will be used in the case of a minor violation such as bumper height, body height and width, etc. It does not include the use of scales, any illegal chassis components, or mis-aligned suspension parts or internal engine, transmission, rear end or other drive line parts or components. Any car visually protested and found to be illegal can lose all points and money's accumulated to that point in the race meet. No money is required for this protest.

8. Penalties - Total disqualifications, short term disqualification, fines, point's losses, loss of positions, and loss of laps. All drivers must remain in their cars during dispute. The starter must approach the driver. Any driver refusing to move his/her car from the track when told to do so will be automatically suspended for the balance of the race meet and additional suspensions may be imposed. No drivers or pit crew are allowed to enter the scoring or management towers during the races. (If a driver is suspended from competition from Eastbound International Speedway this suspension may carry as well at the other Speedways in Canada).

9. Definition of Involved Cars - Any car spinning out, or involved in an accident that brings out the yellow or red flag will restart the race in scratch position or may be black flagged. Any car leaving the racing surface and going into the infield must come to a complete stop before

re-entering the racing surface in a safe manner. Any car going on to the infield intentionally spreading debris on the racing surface will restart the race in scratch position. No restarts will be made after the race leader has been given the white flag.

All race cars must display Eastbound International Speedway Sponsors decal's on car to be eligible for contingency awards, located in designated area.

10. Original Start - All cars must remain in line until they pass the start finish line.

11. Restart - Cars may begin passing as soon as the green flag is shown. All cars will restart double file. Absolutely no passing until green flag, any cars passing under the caution can be penalized two positions for each car passed. If you jump the lead car you can be black flagged. All cars will be restarted in original positions except those involved in the accident. This applies to all complete restarts.

12. Heat Races and feature race number of laps will be announced before the race night begins.

13. No scrubbing of tires after the white flag lap, penalties may apply.

14. All Championship Points will be accumulated in the main features only.

15. There may be a mandatory drivers meeting at each race and roll call be done. Drivers that do not attend when name is called will start scratch position.

16. Tear down money will be paid at the rate of: \$25.00 for partial / \$50.00 for complete tear down, provided, your car is deemed legal. One no charge tear down will apply.

17. In the event of rain during a feature race, and if the race is unable to continue, the half way mark must be completed and will be considered as a complete race. Full points will be awarded.

18. Lapped Cars: Will restart race, in place, with the exception of the last ten laps.

19. Tech Procedures - All cars must pass through tech before any practice. Top three finishers of each heat race, must report directly to tech. Top 5 finishers plus 1 - car undetermined must report directly to tech. (Any car maybe called through tech at any time, failure to cooperate will be disqualified for that race).

20. Tech Tolerance - Disqualifications and penalties for cars deemed illegal in a race at Eastbound Speedway Park has set forth the following guidelines, with respect to these issues. A driver that is deemed illegal for a MINOR infraction will be moved to the end of the finishing order, receive last place points and will not be entitled to payout for that position. A driver that is deemed illegal for a MAJOR infraction will be disqualified, moved to the end of the finishing order, and receive ZERO - points, and ZERO Money, and will start scratch at the next event.

- A Major infraction for example:

Clutch - Aluminum Drive Shaft  
Transmission  
Engine Parts (Carburetor)  
Exhaust - Wrong Tires  
Aluminum Shocks - Compression  
Cubic Inch, ETC.

- A Minor infraction for example:

Slight variation in Weight  
Percentages  
Height  
Engine Height  
with limitations on above examples.

21. All Drivers must sign in the pit garage before any practice at each event.

22. All drivers will draw a number nightly that will determine your starting position for your heat or heats. Lowest draw # starts on the pole for their heat. (Except time trailed events) the Draw number for time trial events will be your time trial slot.

23. Starting positions for Time Trial Events - (Special Event only) All cars must clear through tech prior to time trials. A Starting grid of 28 cars in total will start the Feature, as they qualified. Cars that do not time trial will start scratch position. All ties for feature Qualifying will be broken by your draw number, with lowest advancing.

The feature starting grid on a nightly basis will be lined up according to the heat race results. For the 2<sup>nd</sup> feature race, the lineup will be based on the finishing order from the 1<sup>st</sup> feature with an inversion of between 8 and 12 cars. A draw for the inversion will be done after the 1<sup>st</sup> feature.

For the 2019 season, there may be an introduction to a '3 race' handicapped system which will allow drivers to earn heat points that could be used toward a 'track championship'

24. The flags and their meanings:

Green Flag: Will start or restart all races. Lead cars will be responsible to hold the field at a reasonable speed and be even coming out of turn four. The green flag will wave as the lead cars approach the start line coming out of turn four. A restart box will be determined.

Yellow Flag: Danger on the track.

This is one that can either make or break a race! Please pay close attention to this! When the yellow is displayed, all cars will slow down immediately and pull into lane behind the car ahead. Go single file. If two cars are running side by side when the yellow flag shows, the inside car shall take preference. Please assist to make this race as sportsmanlike and professional as possible in this situation. If you are signaled by the starter or assistant starter to get into a position while running under the yellow and refuse to do so, you will be black flagged and disqualified from the race, regardless if this was a lapped car or one on the same lap you were running. If you are caught passing on the yellow you may be deducted two positions per car passed.

Any car deemed as causing excessive cautions may be parked for the race.

Red Flag: Bad Wreck or extremely bad conditions on the race track. Stop your car as quickly and safely as possible. Do not proceed to start finish line, but stop immediately! Try not to block track. When conditions are clear enough, the yellow lights will come on, and then proceed to start finish line for alignment. If the red flag comes out as the primary flag, the lineup shall be as you were running on the last completed green flag lap with the exception of those cars involved.

Blue Flag with Orange Stripe: Passing Flag. You are about to be lapped - stay to the inside. Do not try and race the leaders!

Cross Flags: Race is half over.

White Flag: One lap to go.

Checkered Flag: Race is over!!!!!!!!!!!!

## **Section 7: Registration**

1. Here is a list of fees instated at Eastbound facilities for the 2019 season:

Registration – Car Number	\$30.00 per season
Registration – Driver	\$30.00 per season
Race Entry Fee	\$30.00 per event for vehicle/driver
Pit Pass -	\$25.00 NASCAR / INEX Member Crew \$35.00 Non-Member crew
Pit Pass – Practice Days	\$25.00 All pit entrants
Transponder Rental	\$25.00 per event
Transponder Pouch	\$20.00 one-time purchase
Transponder Purchase	\$350.00

\*\* Prices subject to change without notice

Drivers have to be a NASCAR and/or INEX Member. For the Legend Car & Bandolero series', INEX Registration must be valid and fees must be paid. And for the Sportsman and Hobby Stock series', NASCAR membership registration must be completed and associated fees paid. INEX forms and/or links are available at [www.eastboundpark.com](http://www.eastboundpark.com).

**NASCAR forms are available by contacting Bob Smith at [bob@eastboundpark.com](mailto:bob@eastboundpark.com).** Please see attached 'Schedule A' for membership and license fees.

2. Race entry fees are non-refundable in any circumstance. They are paid at the gate on race day or paid in advance at the offices of Eastbound Park. Cash only. A driver registration fee will be refunded if the driver resigns his/her application only before it is approved and before a license is issued. If an application is not approved by Eastbound, or if for some other reason no license is issued, this fee will be refunded. Vehicle registration fees will be returned only if the registration is resigned before the vehicle takes part in any events at Eastbound facilities, even if the vehicle was approved. If the vehicle is not approved, that fee can be held for the registration of a different vehicle, or returned to the applicant.

3. If you are planning on participating in events at an Eastbound facility as a driver, please make an effort to register beforehand. A driver who registers and pays the necessary fees on race day, with the intentions of racing that same day, will not be issued an Eastbound driver's license immediately, but will instead be given probation status for that event. This driver will start in the back of the field in any races he/she enters that day, and will not be awarded any prize money. The driver will, however, receive any earned championship points, which will contribute to that driver's total accumulated championship points, as usual.

4. Please make an effort to register your vehicle(s) before your scheduled attendance. However, a vehicle may be registered on race day and driven as normally, providing the required fees are paid in full and the vehicle passes the usual inspection. If you are registering a replacement car for a previously registered car that has been retired, and you will be using the same number as the retired car AND the primary driver will remain the same, no vehicle registration fee will be required. Otherwise, if you are registering a new entry on race day, registration fees must be paid in full before the car is driven on the track, and in case of duplicate numbers, you should come prepared to change yours.

5. Car numbers will be issued at the time of registration approval according to the desired number written on the registration form. Priority will be given to a previously registered team from the 2018 season up until the early registration deadline.

6. **Early registration deadline is March 29, 2019.** After this date, your car number will not be guaranteed
7. Vehicle numbers must be one, two or three numerical digits only. In cases where a duplicate number cannot be avoided, each car with that number should be denoted with a different superscript letter.
8. Eastbound reserves the right to revoke or reject applications and licenses at any time if just cause is deemed. If a decision is made by the Board of Directors, it is final. No monetary refunds will be given if a driver or vehicle has been ejected due to misbehavior, cheating, etc.
9. Points may not be awarded and prize money may not be given to teams who haven't passed the inspections, either pre-race or post-race. Any car that fails technical inspection multiple times will be parked until the necessary changes are made. Please keep in mind that our standards are put into place to ensure a fair and safe experience for everyone.
10. If divisional decals are available, each vehicle must have them displayed in an approved area.
11. Pits stalls are available at Eastbound Speedway either on a per-season basis or first come/first serve basis. You can get an assigned concrete pit for the season for \$150.00 (\$300 for first time racers) payable prior to season start. If you chose not to get an assigned pit spot, you will be on a first come/first serve basis. An Eastbound official will direct you to the proper pit area for your class. \*\* A pit assignment map and rental agreement will be available at the pre-season meeting in **March 2019**
12. Eastbound uses electronic timing and scoring. A transponder has to be either rented or purchased and used during practice, qualifying and feature races in all divisions. The transponder is available for rent or purchase when you register for your race upon arrival to the track. The fees are outlined in section 7, #1. It is your responsibility to make sure that the transponder is working properly. If your car does not register when you go over the start/finish line, you will be notified by radio so the issue can be corrected in a reasonable time. Cars without a transponder signal will be asked to leave the racing surface and return to the pit area.

## Section 8: Points / Payout Disbursements

1. A minimum of five race cars must start a segment for championship points to be awarded. If there are less than five entrants starting the segment, the race will be considered an exhibition and will not count toward the championship standings.

2. Points will be awarded for Feature Races Only in the following fashion:  
If event has 18 or more cars:

Position	Points
1	36
2	34
3	32
4	30
5	28
6	26
7	24
8	22
9	20
10	18
11	16
12	14
13	12
14	10
15	8
16	6
17	4
18 +	2

If event has less than 19 cars, the winner will be awarded 2 points per car up to 18 cars and winner bonus. For example: If 14 cars start the event, the winner will get 28 points (2 points x 14 cars) plus winner bonus; each subsequent position will decrease by 2 points; 2nd gets 26 points, 3rd gets 24 points and so on.

Bonus points will be awarded as follows:

1. If a driver with a feature starting position of 1 to 9 wins, they will receive **2** bonus points
2. If a driver with a feature starting position of 10 and back wins, they will receive **5** bonus points

**\*\*ALL DIVISIONS THIS YEAR WILL BE USING THIS POINTS SYSTEM FOR LOCAL/TRACK CHAMPIONSHIP POINTS STANDINGS**

**\*\*\*THE INEX POINTS SYSTEM WILL BE USED FOR THE INEX NATIONAL POINTS IN THE LEGEND AND BANDOLERO DIVISIONS AS ADMINISTERED DIRECTLY BY INEX. THE NASCAR POINTS SYSTEM WILL BE USED FOR THE SPORTSMAN (DIVISION 1) AND HOBBY STOCK (DIVISION 2) NATIONAL POINTS REPORTING.**

For the 2019 season, there **may** be an introduction to a '3 race' handicapped system which will allow drivers to earn heat points that could be used toward a 'track championship'

If a driver has a minor infraction they will lose their position, move to the end of the finishing order, receive 2 points and lose payout money. If a driver has a major infraction, they will lose their position, points, move to the end of the finishing order and lose payout money.

3. Championship points will be awarded to the DRIVER.
4. Prize money will be awarded to the driver/car owner of the race car for that segment. Any disbursements will be done in accordance to whom is noted on the 2019 registration form.
5. Prize money amounts will be decided on a per-event basis, considering factors such as ticket sales, number of registrants, etc. Payouts will normally be awarded to the top five finishers in all divisions. NASCAR Divisional year end payouts will be paid directly by NASCAR and is based on finishing results reported by Eastbound.
6. If a team has decided to switch its number, Eastbound management should be notified as soon as possible (see Contact section for contact information).

7. In case of a year-end tie in the championship standings of a division, the winner will be determined based on whoever has the highest attendance percentage. If attendance percentage is the same, the driver who has earned the most feature race wins (of those involved in the tie, both in points and attendance) will be deemed the overall winner. If all of the above factors are the same, the highest number of qualifying wins among those involved in the tie will come into play.

8. Eastbound reserves the right to revoke prize money at any time during the racing season as the result of certain penalties.

## 2019 Sportsman Rules

NOTE: No equipment shall be considered as having been approved by reason of having passed through inspection unobserved. The technical director shall determine as to whether any type of construction, design, or interpretation of any rule shall be accepted.

Eastbound reserves the right to update, modify, add, or delete rules at any time in the interest of providing parity to all competitors. Additional requirements may be made via official entry registration, technical bulletin, or meeting announcement, which automatically amends specifications within. All changes will be posted.

Consequences for not following all technical specifications as listed below will be at the discretion of the race officials. Infraction of rules pertaining to engines, chassis design, and safety considerations may result in disqualification and possibly from future events, at the discretion of track officials.

### CAR MODELS

North American rear wheel drive cars with front engines and full frames (excluding Mopar) allowed. • No

Mustangs, Barracudas, Challengers, or similarly designed cars allowed.

108" minimum wheel base (factory specifications) with not more than 1" difference (plus or minus) from side to side.

Johnson front and rear clips, mid sections and cages are allowed.

Any metric chassis, Camaro front clip, or OEM aftermarket 2x4 or 2x3 front clip are allowed (see weight rule) must have stock locations for all bolt on parts and crossmembers .

Fabricated rear clips and kick ups allowed.

Perimeter chassis only, strait rail chassis not permitted

### ROLL CAGES

Material to be used must be .090 (minimum wall) mild steel tubing. Low carbon mild steel tubing recommended. Other materials are subject to prior approval. No iron pipe allowed. No brazing or soldering allowed.

Must be frame mounted in at least six (6) places (four upright pipes and two braces towards the rear). No front cage mounts allowed. Rear cage mounts may be on the outside of frame only, not beyond the outside edge of the frame (side).

All cars are required to have a 4-point or main structure of roll cage. The bottom of the roll cage must remain centred on the drive line plus or minus 1.5". Minimum length of left side door bars is 42". Main cage structure and door bars minimum 1.66" o.d.

Total height of roll cage to be 39" (minimum) from bottom of frame. Halo to be no less than 1" lower at any point. Width of halo to be no less than 32" outside to outside of tubing.

Dash bar required, along with an X-type member across and behind driver. Right side-bars (instead of door bars) must be no further in toward driveline than an imaginary line connecting the front clip to the rear clip (at kick outs). Halo must be further braced to right sidebars. One piece of tubing must run diagonally or perpendicular between halo in top of cage. Four curved horizontal door bars on driver's side with minimum of eight inches to edge of seat from inside of door bars required. Door bars must be tied together with vertical bars and welded to the frame in at least two additional places.

Minimum height of door bars 22.5" from bottom of frame. A so-called "Petty Bar" must run from centre of cage (rear) to upper right front halo on any halos over 40" wide. On cars that do not have right side door bars out to the body (66" perimeter cage) there must be one bar (1.50" o.d., .090 thickness, minimum) not less than the length of the frame rail and a minimum of 12" above the frame, running front to rear with a minimum of two horizontal braces, off the right side bars with a minimum of 66" outside to outside from the driver's side door bars and a minimum of two additional braces tying the main bar back into the frame.

No brace bars forward of cage may be higher than stock hood height. A forward brace off the left front upright for foot protection is mandatory. A piece of plate steel of at least 1/16" thickness should be welded to the outside of the door and foot bars on the driver's side. Any bracing not attached to original frame is subject to approval of officials.

#### FRAMES, SUSPENSIONS AND ENGINE LOCATION

Frames can be fabricated to accommodate OEM or aftermarket clips.

Must maintain a minimum of 108" wheelbase. After market upper control arms allowed but must use stock (OEM) ball joints.

Four-link or three-link rear suspension configurations allowed.

Any three or four point hook up may be used. Lower arms must not exceed 30" from mounting holes on rear end to mounted holes on frame. Solid one piece bars only. Upper arms must not exceed 30" and must be solid. Rubber biscuits allowed at one end of trailing arms. Panhard bar must be a one piece solid bar. Heim joints allowed.

Maximum tread width (measured outside of one wheel to outside opposite wheel at spindle height) 78 inches.

Frame can have one tubing brace from right front clip to right rear clip, parallel to side rail. No part of roll cage or suspension can be attached to this brace. Frame rails can be symmetrically cross-braced or x-braced using tubing only. All bracing must be no lower than the bottom of the frame rails. Frames must support the roll cage on both sides.

Jacking bolts are allowed. All coil springs must be at least 4 1/2 inches outside diameter. Rear coil spring pockets can be reinforced or extended to allow for a longer spring. No coil-over shocks allowed. No coil over springs allowed. Any sway bar must be factory stock OEM. Front sway bar may have adjustable links.

Stock front cross member must remain with the following alterations (all notches must be boxed in)

No rack and pinion steering – conventional steering only. Steering column must have a collapsible link and padded steering wheel.

No excessive lightening or drilling. Front and rear suspension and steering components must be uncut

OEM for that frame. No fabricated spindles. Spindle savers are allowed.

Bottom 'A' Frames cannot be altered drilled or moved and must be stock OEM for frame used. Stock upper 'A' Frames may be hulled for screw jack clearance only. Metric chassis may use either a 0.5" OEM offset shaft or a maximum 3.25" OEM bolt (grade 8 bolt or better with OEM thread) on upper "A" frames only. Steel bushings are allowed in stock upper "A" frames. NO reinforcing, NO cutting, notching and/or re-welding of control arm sides.

Hex tube arms and heim end joints permitted. All suspension and steering components must be stock length and mounted in stock location unless otherwise indicated (e. g. shock mounts may be moved).

Camber on left front wheel will not be more than 2.5 degrees (+/-), right front not more than 6 degrees

(+/-). Bushings: All suspension bushings will be rubber, steel or neoprene only.

Engine Location - All motors must be centered between frame rails. The distance from the back of the block to the center of the rear axle housing cannot be less than 84% of the wheelbase. Maximum 2" setback beyond 84% allowed on Ford and Mopar, except Mopar with G.M. chassis. Minimum crankshaft height will be the frame height plus seven inches

## ALUMINUM

No aluminium or exotic metal wheels, hubs, hats, rotors, calipers, "A" frames, spindles, or any other suspension or rear end parts are allowed. No aluminium drive shafts, brackets, flywheels, or harmonic balancers.

## SEAT

Aluminium racing seats are Mandatory. No fibreglass seats. Seat bottom and back must be bolted to frame and cage. Seat belts should be fastened to the roll cage at shoulder height. (Full containment recommended) On kit-bodied cars, the seat must be positioned so that the backrest is no more than 70% of the wheelbase (factory specification) from the front spindle (measured from the back of the bottom of seat). Back of the seat near shoulder height area to centre of rear housing no less than 25". Minimum 8" required between driver's door bars and seat. The bottom of the seat and all seat mounts and frames must be above the bottom of the frame.

## SHOCKS

One steel body shock per wheel only for a total of four shocks per car. No reservoir type shocks. No shocks for coilovers. ID Numbers and manufacturer must be readable and trackable. No five-digit (split valve) shocks allowed. No remote or re-buildable shocks. Maximum \$150.00 per shock. **No bumpstops or packers of any kind.**

## RADIATOR

One radiator only and it must be mounted in front location. No rear mounted radiators. If a minimum four blade steel fan (that is operating and has all blades full and complete) is used, an additional electric fan is okay. No antifreeze or other cooling agents permitted. Water only. Radiator overflow must exit within the engine compartment (overflow can) or onto the right lower corner of the windshield. Hood must cover radiator without modification.

## DISTRIBUTOR AND IGNITION

- 1) Battery operated ignitions only. No mags.
- 2) Car must be self-starting and Ignition "OFF" switch must be mounted near the centerline of the car and clearly labeled "Ignition Off" in such a manner that the engine can be turned off from either side of the car in the event of an emergency.
- 3) Stock single-point distributor and stock type coil allowed. No dual points.
- 4) OEM electronic ignition may be used and require stock type ignition modules.

MSD boxes are allowed, part no. 6ALN must be wired into the system with the original plug supplied with the unit. Max 5800rpm chip. NO REV LIMITER SELECTOR SWITCH ALLOWED. Must be mounted out of the driver's reach while belted in.

- 5) Vacuum advances may be removed.
- 6) Starter must be in stock position and functional.
- 7) Battery must be anchored securely and separated from driver's compartment by a firewall. One 12 volt battery only. Battery disconnect switch is mandatory. Must be accessible to safety crew.
- 8) Instruments – Oil pressure and heat gauges mandatory.

## BRAKES

Brakes must be operating on all four wheels and must lock up for inspection. OEM style only, two pistons maximum. Disc brakes will be allowed on rear wheels.

Pedals can be hung from top or bottom only. Master cylinder must be located under hood in stock location (On firewall, left side of engine, above frame). Two master cylinders allowed

Caliper brackets must be mounted in a fixed position. Brake ducts okay on front only. One adjustment proportioning valve or one bias valve is allowed.

No drilled rotors.

## TRANSMISSIONS

Only OEM stock production three speed or four speed (steel or aluminium) transmission will be allowed.

No variable ratio transmissions allowed. No five-speed transmissions allowed. Transmission must have all forward gears working and one gear reverse, plus a neutral. Ratios for all gears must be OEM for transmission used. All vehicles must start without being pushed or pulled (at discretion of officials).

Bell Housing Clutch and Flywheel: Must have N.H.R.A. approved steel bell housing. Bell housing should have an inspection plate. If there is no inspection plate you will be required to remove bell housing for clutch inspection. Stock Steel OEM type units only. No turned, drilled, (for lightning purposes) aluminum or special fly wheel parts permitted. No triple disk clutches allowed. No couplers. No flex plate. No automatic flywheel. Min Flywheel weight of 14 lbs

## ENGINES

GM Crate or built engines must be identified prior to pre-race technical inspection

Sealed Chevrolet 602 GM Crate engine #19258602 (formerly #88958602) is permitted.

Must be stock specs as per GM with no modifications. 0 tolerance on all stock specs. Block numbers 10243880 or 14093638

602 GM Crate engine with factory seals (Crate Part # 88958602, 19258602) Must be sealed by GM and must pull a min of 18" vacuum +. 602 GM crate engines (Crate Part # 88958602, 19258602) that are freshened, missing seals and meeting ALL stock GM crate specs and pulling 18" vacuum + ARE ALLOWED AN OPTIONAL Carburetor Holley 80541 650 cfm no modifications 1" spec adapter allowed. Two throttle return springs are mandatory. Carburetor shall remain as produced, with the exception of choke mechanism and external choke housing can be removed. All crate engines must meet original specifications as per G.M. Performance this includes all valve angles and compression.

Built Engines and 602 GM Crate Part # 88958602, 19258602 opened or freshened, missing seals, meeting all stock GM crate specs, other than cam duration ,and pulling less than 18" vacuum must use a Holley 500 R4412 only and have maximum .390" / .410" camshaft lift.

All engine packages must be a max 9.1 to 1 Compression ratio as calculated by our track whistler. All vacuum tests will be at 900 RPM using track tech tools and RPM gauge only.

## CARBURETORS

One R4412-500 C.F.M. Holley factory stock produced two barrel carburetor only.

The only changes allowed are jets; power valve and removal of choke parts.

Mandatory two throttle return springs in opposite directions.

Carburetor hats allowed.

Air cleaners are mandatory.

An accelerator toe bar mandatory.

Air filters boxes are permitted.

No boost venture below the throttle plate.

No ram air systems.

A quick-change jet kit (part #3425 float bowl) may be used.

The vacuum port @ the base of the Carb may plug by taping the hole and replacing it with a threaded plug.

No Keith Dorton performance carburetors.

Holley factory stock measurements are as follows:

Metering block must have the following ID# stamped on it. Factory stock #5924 or #5925. The #10570 will appear on replacement or service metering blocks.

Metering block power valve channel restriction ports (2 holes behind the power valve) maximum .0635"

Metering block idle feed restriction ports (2 holes) maximum: .035"

Metering block main passage to discharge nozzle (2 holes) maximum: .141"

Main body high speed air bleeds (2 holes) maximum: .028"

Main body idle speed air bleeds (2 holes) maximum .074"

Butterfly (throttle plate) thickness: .0398" - .0438"

Hole in butterfly: .090"-.096"

Butterfly must have stamped on it ID#215

Throttle shaft diameter .368"-.369"

Throttle shaft thickness at flat of shaft: .152"

Venturi bore diameter: 1.373"-1.377"

Boost venturi inner bore diameter .377"-.383"

Boost venturi outer diameter .610"-.630"

Throttle bore diameter 1.6855"-1.6865" all air entering the engine for combustion purposes must enter through the air horn of the carburetor

## BUILT ENGINE

GENERAL MOTORS: 350 cu. in. Chev with 4.000" bore and 3.480" stroke.

FORD: 351cu. in. Windsor with 4.000" bore and 3.500" stroke.

MOPAR 360 cu. in. with 4.000" bore and 3.578" stroke.

MOPAR 360 cu. in. permitted in GM metric chassis.

.060 overbore permitted, maximum 365 cubic inches. No Stroker engines.

Hydraulic lifter camshaft with maximum valve lift as follows:

Camshaft Lift (int / exh measured @ valve) .410" / .390"

FORD - intake .445, exhaust .453.

MOPAR - intake .410, exhaust .410.

Valve lift is determined by multiplying the actual camshaft lift by the maximum allowable rocker arm ratio.

Stock size hydraulic lifters (no mushroom type) only.

TRW lifters with C-clips are okay. No solid, anti-pump or Rhoads lifters.

No mushroom, roller cams or rev kits allowed.

Valves must not have over zero lash clearance.

Max compression ratio 9.1 to 1

## PISTONS

Stock cast or forged (dished or flat top) pistons only (or equivalent replacement).

Four valve relief pistons are mandatory on G.M. The piston, rings, rod, end cap, rod bolts and bearings will weigh a minimum of 1350 grams as a unit. Pistons cannot come above block. Deck height of .005"

recommended. Stock rods (No 6" GM rods) and pressed wrist pins only.

No floating pins. After market rod bolts and nuts are allowed.

## HEADS

All cylinder heads must be cast iron, OEM (numbers readable) open chambered smog heads with specifications as follows:

GM heads - Maximum intake diameter 1.94", maximum exhaust diameter 1.5". Minimum

Combustion Chamber volume 76cc. Minimum combined deck clearance plus head gasket thickness .050".

Maximum intake runner volume 160 cc. Maximum exhaust runner volume 60 cc.

\*\*\*\*No Vortec Heads on built engines. No Aluminum Heads.

FORD heads - Maximum intake diameter 1.84", maximum exhaust diameter 1.55". With minimum

Combustion Chamber volume of 69 cc., and maximum intake runner volume of 125 cc., a flat top piston must be used. With minimum combustion chamber volume of 60 cc., and maximum intake runner volume of 140 cc., a dished piston with .120" cup must be used.

Minimum combined deck clearance plus head gasket thickness .080" for all heads.

MOPAR heads - Maximum intake diameter 1.88", maximum exhaust diameter 1.6". Minimum Combustion

Chamber volume 68 cc. Minimum combined deck clearance plus head gasket thickness, with a flat top piston .120". Maximum intake runner volume 162 cc. Maximum exhaust runner volume 72 cc. The following heads are approved: 3169974, 3671587, 3751357, 3751857, 3769596, 4027596, and 4448308.

(Note: 4448308 maximum 162 cc. intake runners and 62 cc. exhaust runners is allowed. A 50 lb. weight penalty will apply subject to review by officials.)

Note: Any extra deck clearance or head gasket thickness can be applied to the combustion chamber using one-thousandth equals' .206cc's.

All cylinder heads must have stock intake and exhaust valves and stock valve spring dimensions - 1.275"

G.M.; 1.437" Ford; 1.5" Mopar. Stock replacement stainless valves permitted. No swirl polished valves. No titanium valves. Valve stem length, diameter, and keeper group location must be stock. Stock steel retainers must be used. No angel milling, port matching, polishing or blueprinting is allowed. Heads may be milled for straightness only. Stock rocker arms (or equivalent replacement) with stock ratios only (GM 1.5, Ford 1.6, Mopar 1.5) Jam nuts are permitted. No poly locks. Screw-in studs and guide plates are permitted. No additional valve springs allowed.

## INTAKE

Stock cast iron or aluminum GM 12366573 or Performance Products 52028 only.

## CRANKSHAFT

Only standard steel or cast production design. No lightweight Cranks Stroke may not be increased or decreased.

No lightening or knife edging.

No aluminum harmonic balancer, harmonic balancer must be stock for OEM engine

## EXHAUST

Headers are permitted but primary tubes must be no larger than 1 5/8" for the full length of the tube (flange to collector). No step tubes allowed. Collector must be 3" diameter and be secured to the exhaust pipe (3.5" max. diameter). Collector is to remain stock length. A "Y" pipe collector is required to adapt into a single exhaust pipe.

Headers are to be conventional crossover design only. Example:

Schoenfeld 135 headers.

No 180-degree headers permitted. No stepped headers permitted Mild steel headers only. No stainless, chrome, or coated (inside or outside) headers permitted.

A "Block Hugger" header, with maximum 1 5/8" tubes and a 2 1/2" 3-bolt flange, that measures no more than 10" top to bottom, with a maximum outboard measurement of 3 1/4", is allowed. When installed, the header exhaust flange must not be lower than the point where the block and oil pan bolt meet.

Exhaust pipe off the header must be 2" o.d. exhaust tubing. The first four inches (maximum) can be used to reduce the exhaust pipe off the header to 2" o.d. maximum. The next 2 feet must be 2" o.d. after which it can go to 2 1/2" for the remainder of the 4 foot minimum described above. The rest of the exhaust will remain the same as the cast iron manifolds.

May have a stock OEM cast iron exhaust manifold with a maximum 2" diameter outlet. Two-inch exhaust pipe off manifold can go to 2 1/2" i.d. and must remain 2 1/2" or less for a minimum of four feet or until it exits. After four feet, if dual exhaust goes into one, it must remain as one until it exits. Maximum inside diameter of single tailpipe is 4 inches.

Pipes must be tight at all joints (welded or clamped) and securely fastened. Mufflers are permitted (straight through only), must be removable for inspection.

Exhaust must be mounted in such a way as to direct gases away from the driver's compartment and away from any areas of possible fuel spillage.

Exhaust must exit **out the right side of the car just ahead of the rear wheel, or out the rear of the car. No turn downs or exiting under the car.**

No angle cuts or balance tubes are permitted. Pipe wrap recommended. Manifolds and headers will remain as produced. No porting, polishing, acid treating, blueprinting is permitted. Any indication of grinder marks or acid could render the car illegal.

Manifolds and headers are subject to removal for inspection.

## REAR END

9" Ford; GM with bolt on bearing locks (C-Clip eliminators) or spot welded clips are mandatory

Locked rear ends are allowed.

No gun drilled axles. Rear end and all suspension parts must be stock type and in original location. Only upper control arms may be re-drilled.

Rear OEM/Aftermarket trailing arms must remain in stock position on frame and rear end housing No slotted or elongated mounting holes.

Only one mounting hole allowed at each mounting location.

No quick-change rear ends. No Detroit Lockers. No aluminum carriers or spools. Rear end must measure the same between each brake and the drive pinion. Pick up points on rear ends must measure same as stock.

No reinforcing of any kind on housing.

## FUEL CELL

An approved Fuel cell (mandatory) must have rear hoop protection bars, min. 1 3/4" x .095" tubing, no lower than 2" below bottom of rear axle tubes.

1) Fuel cell must have a one-way check valve in the vent line.

2) No vented gas caps permitted. Gas cap must have an appropriate attaching line to prevent its loss.

3) Neoprene or steel gas line must be securely fastened under the floor. No copper lines permitted.

4) Metal fuel filters only.

5) Ground strap attached to filler neck to chassis is mandatory.

6) Must have 2 x1/8 safety straps underneath cell.

#### WEIGHT

602 Crate with Original Seals	2900 pounds 18 + Vacuum 4 bbl carb opt.
Crate freshened - Missing Factory Seals	3000 pounds 18 + Vacuum 4 bbl carb opt.
Crate freshened - Missing Factory Seals	3100 pounds less than 18 Vacuum 2 bbl carb
Built	3100 pounds Vacuum N/A 2 bbl carb

All cars will be weighed with driver in the driver's seat.

Maximum left side weight 55%. Maximum rear weight 45%.

Cars using a 2 x 3 front clip must add 25 pounds of ballast in front of the fire wall (Ahead of the foot box), split equally to each frame rail. This weight is part of the total weight, not in addition to total.

No hydraulic, pneumatic, ratchet, electric, or any other kind of moveable weight devices anywhere in or on the car. Added weight must be securely fastened, painted white and have car number on it. Weight must not be below frame rails. Management maintains the right to adjust or further define the weight rule.

#### TIRES AND WHEELS

Steel wheels only. Oversize steel wheel nuts that thread all the way over the stud required. 3/8" Round stock may be used to protect rim lip. No offset wheels with less than 1" of offset. Minimum half-inch studs recommended.

Tires will be Hoosier 10420 or 10425 8" treaded tires compound 890.

New tires will be made available through Eastbound; have to be purchased through track or track agent. Eastbound reserves the right to

define tire size, structure, compound, allowable quantities and chemical treatments to all competitors for all events. Tires could require further branding by officials before they are eligible for use.

Up to a maximum of eight (8) tires can be registered prior to first race (event). This can consist of up to six

(6) new or used plus two (2) additional used tires. After that, one (1) extra tire, new or used, can be registered **after races (events) 2, 4, 6, and 7.**

Damaged tires can be replaced. Damaged tires must be returned to track in order to register another new or used tire. Serial Numbers must be legible on used / damaged tires for registration purposes.

Maximum overall width (front and rear) shall not exceed 78" from outside of one wheel to outside of opposite wheel at spindle height.

No wheel spacers allowed on 1.75" or less offset wheels. Wheels that are offset 2 inches or more may use a one- inch maximum spacer. Spacer must be one solid aluminum piece.

Tires cannot be more than 2" outside the body.

No chemical treating of tires (i.e. Compound Altering / Tire Softening).

## SAFETY

Helmets must be Snell 2010 SA (or better) approved. Helmets must be worn at all times car is on track.

Helmet must accompany vehicle at time of inspection. Full face helmets are mandatory.

SFI rated Head and Neck Restraint systems are mandatory and must accompany vehicle at time of inspection. Systems such as Hans or Hutchens are recommended.

All competitors must wear a SFI rated fire suit whenever car is on the track. If suit happens to be two piece, both the top and bottom must be worn at the same time. Fire retardant racing gloves and racing shoes are mandatory.

A securely fastened, quick release fire extinguisher is required within easy reach of the driver with a recharge slip dated no earlier than January First of the current year. Driver's side window net (quick release, properly working top latch) is required. Safety approved fuel cells are mandatory. Batteries must be securely mounted and shielded. Loose objects and/or weights will not be allowed in driver's compartment (between front and rear hoop)

Any other weight added must be securely mounted; a minimum of two half-inch bolts used with each weight. Weights must be painted white. Car number should be on all weights. Drive shaft hoop required toward front of drive shaft. Hoop must be constructed of material sufficient to contain the drive shaft in the event of U-joint/drive shaft failure. Drive shaft must be painted white. Roll bar padding is recommended around driver.

#### BODIES, INTERIORS and AIR DAMS

North American mid or full size steel bodied sedans or kit bodies (steel, fiberglass or aluminum). No station wagons, trucks, panels, vans, or convertibles. Bodies must be same as available from Five-Star.

Bodies must be easily identified and be entirely from one model (i.e.: Monte Carlo snout, hood, roof, rear quarters and rear bumper cover). All bodies should conform to "Five-Star Short Track Template" dimensions and angles, and may be required to fit templates. (No dirt style front or rear bumper covers).

No custom designed bodies. No Outlaw extended quarter panels and deck lids. No high down force bodies. No Carbon fiber body parts. Front fenders and top of windshield must be kept free for contingency decals. Aluminum, fiberglass or steel aftermarket bodies O.K. with rubber front and rear bumpers.

Trunk lid (Minimum 3 sq. ft. opening with 12" min. measure either way) must be functional. Safety retainers required on hood and trunk lids.

Trunk lid may not be dished.

No cut down doors. Door length and shelf width must meet Five-Star Specifications. Shelf width maximum 2" left, 3.5" right.

Body must be centered on frame and retain its stock appearance, dimensions and angles.

Passenger side window must remain completely open. A vent window to accommodate an air duct can be installed back from the bottom of the windshield pillar a maximum of 10½" and up at 90 degrees from the edge of door.

Rear deck spoiler (Five-Star type) allowed. Maximum length of 60" and a maximum height of 5", measured across the back. No boxing. Spoiler must be centered side to side on rear deck. Rear deck height may be a maximum of 34.5" off the ground.

No adjustable rear quarter panels.

Full front windshield required. Must be Lexan or approved safety glass.

Top of front windshield must remain available for division sponsor. Lexan rear window and quarter windows allowed. Back windows must be securely braced internally to prevent significant bowing at racing speeds (see sucked down roof and rear window rule below). All window pillars should be in place. Painted roll bars are not an acceptable substitute. No additional material may be added in pillar area.

Must have original grille or be meshed in. Body must be a minimum of 4" from the ground at all points.

Must have full steel (min .032" thickness) or aluminum (min.040" thickness) interior. Complete steel firewall (front and rear), floorboards, and area surrounding driver mandatory. A steel plate under the driver's feet and seat is recommended. Aftermarket rubber nose cone must match the body.

Rear bumper cover must match body. Rear bumper covers may not be trimmed, hulled, drilled, or otherwise changed or modified. No wings or ground effects anywhere inside or outside of car.

The interior of the car cannot be arranged in such a way to look like a spoiler.

Right side floor pan may be level with transmission height, angle up to bottom of the passenger side window opening, or drop back down with level of floor on driver's side.

No holes allowed in hood or other body panels other than stock holes.

No cowl induction.

Any radiator duct must not extend ahead of the front bumper or behind the radiator and must be at least 4" off the ground.

All cars in competition must have a complete paint job or vinyl wrap.

Primer is not considered paint.

No body modifications allowed. Any bodies that appear to be mounted in a manner that could put more air on the rear spoiler (sucked down rear roof and/or window) or the front area of the car could be required to make changes such as trimming or removing rear spoiler, removing hood or other adjustments to compensate for any possible advantage in the opinion of the officials.

All cars must begin each race meet with complete body unless damaged in practice and/or OK'd by Pit Steward.

## MEASUREMENTS

All heights will be measured with driver in the car.

Minimum roll cage height to be 39" from bottom of frame.

Minimum height of door bars to be 22 ½" from bottom of frame.

**Minimum 5" ride height measured at side frame rails.**

Minimum crankshaft height to be minimum frame height plus 7".

48" roof height (2002 or newer body 47") measured back from the windshield to the ground per Five Star specifications. Roof height at top edge of rear window should be no more than 1.5" lower than roof height at front (10inches back from windshield). Top of rear quarters should not be trimmed to allow sides of roof to be lowered.

Rear deck height and spoiler height could be relative to any combination of deck length, roof height, nose height and angle, front fender contour, windshield angle, door length and width. Rear deck height may be a maximum of 34.5" off the ground. Rear deck length will conform to Five Star specifications.

Remaining measurements must conform to Five Star specifications.

Minimum ground clearance of any body component is 4" including bumper, bumper covers, and side skirts.

## RUB RAILS

A single exterior rub rail may be used on each side of the car, from behind the front wheel parallel to the ground, to ahead of the rear wheel, break for the rear wheel opening and continue toward the rear of the car and fasten to the rear bumper. Square or rectangular tubing or round pipe only. Maximum 1" O.D. or ½" by 2" O.D.

No exposed bolt heads. Front and rear ends will taper at 45 degrees and be closed in. Bolt heads must be countersunk. Recommend a ¼" X 2" aluminum flat bar with tapered ends.

No sharp edges. Rub rails must fit tight with side of car (bolted tightly to outside door bar within 8" of either end as well as along the length) and blend with car colors. Numbers and lettering must be over rub rails.

## BUMPERS

Bumpers must be used front and rear. The center of the front bumper must measure between 15" and 17" from the ground. Bumpers will be

constructed of maximum 2" tubing, and shall not have any sharp edges exposed. Muffler pipe or .065 steel only.

Rear bumper and brace bars must be sufficient to protect fuel cell or tank. A cable or chain of sufficient strength to lift car must be exposed in center of front and rear bumpers to allow for quick pick- up. Cars with hinged trunk lids and hoods are exempt.

A minimum of 12" is mandatory for front crush zone, no bracing of the bumpers will be allowed in this area.

A minimum of 8" is mandatory for rear crush zone, no bracing will be allowed in this area.

All bumpers may be drilled for testing and only acceptable thickness will be permitted.

### PAINT AND NUMBERS

All cars must have their assigned numbers on both sides of the car and on the roof (readable from the grandstands) at least 20" high and 4" thick in a color that contrasts with the car color.

A 6" white number must be on the top right front windshield.

No gray, silver, gold, metal flake or trick numbers. Numbers deemed difficult to score, the driver will be notified and any scoring protests by that driver will not be acknowledged.

Front and rear snouts should be painted the same color as the car.

Anyone requesting a car number must email [bob@eastboundpark.com](mailto:bob@eastboundpark.com)

### LISTENING DEVICES

Raceceiver or Scanner is Mandatory. If using a scanner, it must be mounted in a secure location outside of driver's reach. ONLY the track frequency 454.0000 Mhz. is to be programmed. Scanners will be subject to inspection for other frequencies. Raceceiver channel is 000 (the default channel). 2 way radios will be allowed. Frequency must be provided to officials and you must have either you or your spotter monitoring track frequency at all times during on track activities. No other electronic communication devices allowed such as cellular telephones.

### MISCELLANEOUS

One inside mirror may be used and must be mounted inside car. One left side mirror, maximum width of

4"at any given point, not to extend beyond body. Anything not specified as allowed must be stock. No traction control or similar devices are allowed. Any misinterpretation of the rules will be subject to a final decision by track officials. Track officials may check any car at any time. Previously raced Sportsman cars with bodies of earlier vintage than Five-Star catalog may be allowed.

Eastbound reserves the right to confiscate and retain any parts or components that are deemed to be non-conforming to the rules set forth in these pages. The decision of track management will be final.

## 2019 Hobby Stock Rules

### APPROVED MODELS

Any four-cylinder car, 2007 and older. No turbocharged or supercharged cars allowed. Must have complete stock body, frame and suspension. Cars may be front wheel drive, with a standard or an automatic transmission. No mid-engine or rotary engine cars. Drivers must supply Track Officials with the car's engine numbers, computer numbers and transmission numbers.

### TECHNICAL SPECIFICATIONS

The word stock when used herein, shall mean unaltered, as factory available and produced by the OEM.

Engine must be stock for make and model (Not Year) being used, not bigger than 2200 cc

No RT or high performance engines or components. Engine must mount with no modifications.

The Hobby Stock division is for the individual participating in the sport of car racing for a hobby. The rules and restrictions are designed to prevent the costs from getting out of hand, giving each individual a fair and competitive chance in this division.

The Hobby Stock division approved 4 cylinder automobile having a factory listed wheelbase of no more than 104" and engine no larger than 2.2 Cars may be front or rear wheel drive.

Not allowed: convertibles, 4 wheel drives, trucks, Porsche, BMW, Audi, Saab turbo or supercharged engines, VVT or variable valve timing, rotary engines. No mid or rear engine cars.

Honda V-TEC allowed.

### BODY/BUMPERS

All glass, headlights and taillights must be removed except windshield. Driver's door must be welded or bolted shut. Passenger door must be welded or bolted shut. All cars must have a tow pick-up point on both front and back.

Only the stock glass windshield is permitted. It can be replaced with LEXAN if stock windshield is unavailable. Check with Track Officials for mounting requirements.

Mirrors – allowed one stock mirror inside right and one mirror left of the driver – must not protrude out past body of car. No exterior mirrors are allowed.

All cars must begin each race with a complete body (hood, doors, fenders, trunk, etc.) unless damaged in practice.

Stock front and rear bumpers must remain or be replaced by a maximum 2" (in any direction) exhaust pipe or tubing.

MUST HAVE FRONT AND REAR BUMPERS ON AND COVERING THE TUBING AT ALL TIMES.

Tow hooks or chains are required front and rear. They must be attached to any solid structure. Three or four links of chain welded to the bumper mounts is sufficient.

#### INTERIOR

Stock dash, gearshift, pedals must remain.

Stock steering that comes with collapsible steering columns and links only. Quick Release steering wheels and steering shaft must have collapsible link and steering wheel must be padded.

Aftermarket oil pressure and heat gauges are allowed.

Roof insulation, floor covering and other interior must be removed. A racing seat must be installed. Aluminum racing seats are allowed.

If dash is removed must be replaced with steel not aluminum and must go from side to side like the original, no sharp edges and add 20lbs to the firewall up high

#### EXHAUST

A single stock sized exhaust pipe (Max 2" or have stock bolt bracket for resonator following stock pattern) must be attached to the stock manifold and remain the same size until it exits. Exhaust must point away from fuel tank. Exhaust must exit out the side of the car, no turned down or under the car exhaust.

#### FLOOR

Stock floorboards must remain. All holes must be covered with stock thickness metal and follow original contour. No Aluminum fillers, minimum 16 gauge steel.

## GAS TANK

Fuel cells or marine type fuel container is highly recommended. Fuel Cell Mandatory in 2020.

If original gas tank is ahead of the back of the rear wheels, it must remain and be used. It is mandatory that a safety chain be installed under the tank running front to back to catch the tank in case the original straps break. If original tank is located behind rear wheels must be removed and a maximum 10 gallon fuel cell be securely installed with metal straps/brackets in trunk, with filler inside trunk. Firewall or metal box is mandatory if fuel cell is in trunk.

## ENGINE

Engine model and serial number to be provided for verification Engine, transmission (automatic or standard), and rear end must remain stock. No interchanging parts. Motor is to be stock for make and model of car. No Honda B-Series, H-Series or K-Series engines permitted; **Honda V-TEC allowed**

Stock carburetor/fuel injection system for make and model only.

Stock air intake systems. No K&N (or similar) filters.

Stock filter must remain but paper can be hulled.

## DRIVETRAIN AND COMPONENTS

All steering components, shocks, struts, etc. must remain stock for vehicle. Wheelbase must remain the same on both sides. Camber on all wheels will be no more than 2.5° (+/-) post-race. Dust covers must be removed. Rear wheels will be no more than 1.5° (+/-). Stock four-wheel brakes.

Stock four wheel brakes in good working order are compulsory.

No rear sway bar. Springs may be lowered. A minimum ride height of 5.5". We will allow change out of springs on struts as long as the spring diameter on top and bottom is the same as original and fits the original mounting (spring must fit securely in the mounting pockets without modification). One 1" thick spacer is allowed on any or all springs. Only 1 spring rubber will be allowed per wheel. Spring rubber to be a one coil type rubber only all others are illegal.

No cutting or modification to body, frame or suspension components to make changes to camber.

Cars considered by officials to have altered components could be subject to rejection, disqualification or penalties based on the decision of officials.

#### HOOD

Full stock hood, bracing, and hinges must remain. Only the latch may be removed and a tie-down or pins to be used. All insulation under hood must be removed. No scoops or air dams.

#### BATTERY

THE BATTERY CAN BE LOCATED IN THE ENGINE COMPARTMENT IN THE STOCK LOCATION. ANY BATTERY LOCATED IN THE DRIVER COMPARTMENT MUST BE LOCATED AS CLOSE AS POSSIBLE TO THE FIREWALL AND RIGHT FRONT TIRE AND INSIDE A MARINE CASE. THE BATTERY MUST BE SECURELY FASTENED.

#### TRUNK

Full stock trunk, bracing, and hinges must remain. Rear hatch must remain. And a tie-down or pins to be used. Floor must remain. Repair of floor O.K. with stock thickness metal. Must follow original contour.

#### RADIATORS

Radiators must fit in stock radiator cradle. No antifreeze or other cooling additives allowed. Water only.

#### TIRES AND WHEELS

No racing type tires or snow tires allowed.

DOT approved radial tires maximum size 215R in 60 or 65 series, 225R in 70, 75 or 80 series tires No V rated tires. **Drivers using a Chevrolet Cobalt (or manufacturer equivalent Pontiac, Saturn, Etc) must use a maximum of a 205r70 series tire only.** Passenger car tires only. No recaps or performance tires. 7 Speed rating limited to S, T, U, and H. Tires must be a minimum 200 tread rating or better. No tires to protrude outside of body.

Stock passenger wheels (unmodified) only. Wheels must be stock size (width, height, and offset) for car. All 4 wheels must be same size.

Maximum wheel width is 6" on front and rear. Any tire must have tech approval prior to use.

TIRE SOAKING is NOT permitted. Tire softener, conditioner, or any other substance to treat tires is not permitted. The use of solvents to enhance is completely prohibited.

## BRAKES

Car must have properly working 4 wheel brakes.

No air ducts allowed.

## DRIVER SAFETY

Seat belts must be worn whenever car is on the racetrack. Belts must be in good condition and not less than 1-1/2 inches wide. Manufacturer replacement time frame recommended – usually 3 years. A minimum four-point harness is mandatory. Lap belts must be bolted to original seat belt mounts. Shoulder belts must be fastened to the roll bar at shoulder height. All belts must have seat belt mounts and fasteners. No tying, riveting, or any other method other than proper attachment is acceptable. Drivers are responsible to insure all safety equipment is in good condition and securely installed.

Drivers' side window net, with quick release from top, is mandatory.

Helmets must be worn whenever car is on racetrack. Full-faced helmets are mandatory. Helmet must be Snell 2010 SA (or better) approved.

Helmets must be free of cracks and must accompany car at time of inspection.

A securely mounted in a steel bracket, attached to the floorboard, easily removed (quick release) fire extinguisher is required, within easy reach of the driver. CANNOT BE SECURED WITH TIES OR BUNGIE CORDS. It must have a recharge slip dated no earlier than January first of the current year, or an unbroken seal.

SFI rated fire suits are mandatory whenever car is on racetrack.

## DOOR PROTECTION

A driver's side doorplate is required. It will be a minimum 3/16" steel plate (at least 12" wide) if contoured (rolled, not cut and re-welded) with body, installed on the outside of the driver's door. Non-contoured plate must be minimum 3/16" thick. The center of the plate must follow an

imaginary line drawn from the top edge of the front and rear bumpers. It must extend ahead and behind the door and be bolted through the doorframes ("A" and "B" pillars) with a minimum of four carriage bolts. Bottom of plate should be as close to the rocker panel as possible. Plate should follow the contour of the body and must be painted the same color as the car. If no plate must have a min of 3 bars on drivers side.

#### RUB RAILS

Scrub rails cannot extend any further forward than the rear of the front wheel opening, and no further rearward than the front of the rear wheel opening. (No sharp edges) Maximum 1 "x 2" welded or bolted to the roll cage. If bolting on scrub rails, use carriage bolts (chrome bumper type, rounded heads), or if using hex head bolts, recess them to the inner face of the scrub rail.

#### ROLL CAGE

A minimum of a 4 point roll bar is required securely fastened to the floor and frame of car.

#### NUMBERS

Numbers must be 18" high on both doors and roof, and readable from the grandstands. Can be 1, 2 or 3 digits.

Also require a 6" number on the top passenger side corner of the windshield. Recommend white numbers.

Any numbers deemed difficult to score by the officials, the driver will be informed and expected to make necessary changes. Number color should be in sharp contrast to car color. Failure to do so could result in a refusal by Officials to honour any scoring concerns about the effected car. Anyone requesting a number must email [bob@eastboundpark.com](mailto:bob@eastboundpark.com)

#### LISTENING DEVICES

Raceceiver or Scanner is Mandatory. If using a scanner, it must be mounted in a secure location outside of driver's reach. ONLY the track frequency 454.0000 Mhz. is to be programmed. Scanners will be subject to inspection for other frequencies. Raceceiver channel is 000 (the default channel)

2 way radios will be **not** allowed. Frequency must be provided to officials and you must have either you or your spotter monitoring track frequency

at all times during on track activities. No other electronic communication devices allowed such as cellular telephones.

#### WEIGHT

Minimum weight is 2150 pounds including driver for all 2200 cc. all Honda's 55% left side.

Cars under 2000cc. weight 2000 lbs. 55% left side

100 pounds weight allowance for all automatic transmissions.

Ballast weight must be securely fastened with adequate grade 8 bolts, painted white with car number on them.

Maximum left side weight is 55%.

Maximum rear weight is 50%

No lead weight allowed inside the car.

Eastbound reserves the right to add any amount of weight required to any location, alter percentages or install rev limiters on any car deemed to be too fast in order to keep this class competitive and fun.

Weight to be supplied and installed by car owner.

#### MISCELLANEOUS

Eastbound reserves the right to confiscate and retain any parts or components that are deemed to be non-conforming to the rules set forth in these pages. The decision of track management will be final.

We endeavor to make the rules as explicit as we can. If it doesn't say you are permitted to do something, then you are not permitted to do it.

Any questions regarding these rules please contact Joe Chisholm at [joe@eastboundpark.com](mailto:joe@eastboundpark.com)

## **Contact Information**

Eastbound International Speedway  
Physical Address: 500 Mill Road  
Avondale, NL  
A0A 1B0

Mailing Address: PO Box 59  
St. John's, NL  
A0A 1J0

Telephone: 709-743-6121  
Fax: 709-753-2154

### Registration and general information

Bob Smith  
bob@eastboundpark.com

### Rules and technical information

Joe Chisholm  
joe@eastboundpark.com

**‘SCHEDULE A’**  
**Membership and License Fees 2019**  
**\*\*subject to change without notice**

**INEX Membership**

Driver – All Classes in Legend and Bandolero	\$110.00 USD
Associate – Parents of Minors and Other Members	\$ 75.00 USD

**NASCAR License**

**Division 1 – Sportsman**

Driver - Season	\$205.00 USD
Driver – 15 Day Temp License	\$ 50.00 USD
Owner	\$205.00 USD
Crew Member	\$100.00 USD

**Division 2 – Hobby Stock**

Driver - Season	\$110.00 USD
Driver - 15 Day Temp License	\$ 25.00 USD
Owner	\$110.00 USD
Crew Member	\$100.00 USD