

# **FLAMBORO SPEEDWAY**

## **2008 LATE MODEL RULES**

# Flamboro Speedway

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## LATE MODEL RULES - 2008

Late Models are open to any make and model North American built car in this current year or previous 10 years (1998). Cars are required to have a minimum wheelbase of 105", as factory listed for the make and model of body you are running. Any two (2)-door hardtop sedan or sport coupe will be permitted. No unibody. No compact or sub-compact bodies. E.g. Vega, S10. No trucks.

1. Exterior body panels should be ABC style, and may be aluminum, plastic, fibreglass, or steel. All vehicle bodies shall be complete at the start of each event.
2. Front and rear bumper cover to retain stock appearance. No widening of front or rear covers. No flares or extensions to extend past the wheel tread width. Side scrub rails will be a maximum of 1" x 2" rectangular steel tubing and bolted flush to the body between the rear of the front wheel opening and the front of the rear wheel opening. Scrub rail must follow contour of car, no sharp edges on rails.
3. FENDERS may be bubbled or flared for tire clearance. Fender opening shall be no greater than required for tire clearance.
4. NUMBERS must be either 20" high x 4" wide or 24" high x 3" wide, painted or decaled on BOTH doors and the ROOF in a contrasting colour to the car. A 4" high number is required on both front and rear light openings or a 6" high white number must be displayed on the upper right hand side of the windshield.
5. BODY HEIGHT: Must have a minimum height of 46" - all the way across the roof at the centre of the driver's window with the driver out of the car. Roof cannot be lowered towards the rear of the vehicle and must be supported at rear window. (Roof cannot collapse at speed. Body panels must be minimum of 4" above the ground. Minimum ground clearance between the ground and a side frame rail is 4" with the driver out of the car.
- 5A. REAR SPOILER - maximum of 5" of material from the crease at the rear of the trunk lid. No bracing or side pods. At the point in which the spoiler bends and goes vertical, it cannot extend beyond the edge of the rear deck and must follow the contour of the rear deck lid. 39" maximum from the ground surface to the top edge of the spoiler. Maximum 62" x 5", 310sq in.
6. BUMPERS front and rear may be changed. Bumpers must be no wider than original width of body. Bumpers must be minimum of 15" and maximum of 18" from the ground (measured from the centre of the bumper). Bumper must be reinforced and securely fastened to the chassis. The area above the rear bumper to be filled. No screening.
7. HOOD AND TRUNK lid must resemble stock appearance (in dimensions). Exterior hood hinges allowed and must have 3 front hood pins. If hood is removable, it must have 3 front and 2 rear hood pins. (No carbon fibre hoods or body panels). Trunk deck lid must be hinged or be easily removed to have access in case of fire.
8. Door panels must be securely welded, bolted or rivetted.
9. FRONT WINDSHIELD must be safety glass or lexan (in stock location) four (4) safety clips; two (2) at the top and two (2) at the bottom are mandatory as well as one (1) inside centre window brace. Clips and braces must be rivetted or bolted to the body. Thickness of steel brace to be 1/8" (.125") or equiv. Side and rear windows must be lexan. Door windows must be left open. Lexan, if used must be bolted or rivetted in securely. Windshield Pillars must be approximate stock width and location.
10. FRONT FIREWALL- Mandatory. All holes must be filled with a minimum of 22-gauge steel, no sheet metal screws. Passenger side of firewall may be moved back as far as the front of the roll cage.

11. REAR FIREWALL- Mandatory. All holes must be filled with a minimum of 22-gauge steel, no sheet metal screws. Firewall to completely close off the trunk compartment.
12. The FLOOR (minimum of 22 gauge steel or aluminum .040 thickness) can extend across to the right side of the car at the same height as the transmission tunnel.
13. Aluminum may be used on the interior but must be minimum of .040 thickness. In front, under, and behind the driver's compartment to be minimum 22 gauge steel ONLY. Sheet metal must be welded or rivetted. NO SHEET METAL SCREWS. NO FOAM INSULATION. (FOAM IN A SPRAY CAN).
14. One interior mirror is mandatory. Maximum of 32 square inches. No wink mirrors. No outside mirrors.
15. Driver's seat must be an approved aluminum racing seat with a headrest. Minimum thickness of aluminum seat to be .080 and highly recommend 1/8" (.125). Head rest to be able to withstand a minimum amount of force and to meet Technical Official Inspection. NO FIBREGLASS SEATS. ALL BOLTS holding seat must have LARGE DIAMETER plate washers or steel straps 3/16 x 1.0" wide (under bolt head) going from bolt to bolt in order to avoid seats from being torn out. Grade 8 nuts and bolts are recommended. Must be bolted at the top as well as the bottom.
16. ROLL CAGE must be minimum of four (4) point. NO OFFSET. Cage must be steel - minimum of 1.75" outside diameter round tubing with .095 wall thickness. If square tubing is used in roll cage, it may only be used as door bars and must be a minimum of .095 thickness, having an outside measurement of no less than 8" and is subject to Tech inspection and approval. NO EXHAUST TUBING, aluminum or other soft material. Four (4) horizontal bars must be inside the left door, with minimum of two (2) vertical upright bars between each horizontal bar. Left leg protection bar must be installed between the roll cage and left front frame rail. The base of the cage must be welded to the frame on the car. The cage must be braced to the rear frame kick-ups, and diagonally braced between the rear uprights. A centre overhead bar, running fore and aft, between the transverse members is mandatory. The complete roll cage must be properly electrically welded: lap welds and braced joints are not allowed. All - principal joints are to have gussets. Welded joints may not be ground smooth. All other roll bars in the area around the driver must be padded. No offset cages allowed.
17. FUEL CELL is mandatory and must have a shut off valve in working order. It must be accessible to be shut off by the driver or safety personnel. Must be identified as to "ON" AND "OFF" positions. Safety hoop for the fuel cell must be 2" below the bottom of the fuel cell. Fuel cell protection bars mandatory. See diagram #4. The cell must be mounted between the frame rails and no lower than 10 inches from the ground. Cutting allowed. Fuel cell filler must face to the inside (left) of the track. NO VENTED GAS CAPS. Vent tube must have a one-way check valve. NOTE: The fuel cell must be mounted between the frame rails and NO lower than the bottom of the axle tube.
18. All fuel lines must be neoprene or steel (no copper). No line may run through the driver's compartment. Lines must be securely fastened. No plastic or glass fuel filters - steel only. Tech Officials will check installation of cells and lines.
19. Body and Chassis are interchangeable.
20. No offset chassis.
21. A factory production stock width front clip or a fabricated clip (min. of 2" x 3" .095" tube), are allowed. With no weight penalty added, Fabricated clip must maintain stock - lower control arm mounting points and Chassis from front clip rearward is to be fabricated from square or rectangular tubing of no less than 2" x 3" with a min. wall thickness of .095 (e.g. 2.5 x 2.5 or 2 x 3 or larger - NOTHING SMALLER). Side frame rails cannot be less than 24" from the centre line of the car to the outer edge of frame rail. All weights must be painted

white with the car number on them. All weight must be in lead blocks. No lead shot or liquid ballast.

22. Minimum 4" chassis to ground clearance measured along each frame rail and body with DRIVER OUT of the car.

23. Wheel base - minimum of 105 inches.

24. Wheels cannot protrude out past fenders or body.

25. Wheel base MUST BE within 1" on both sides of the car. (Not less than 105").

26. Under slung chassis ALLOWED.

27. Lower control arms must be in stock mounting location on or in the frame and must be within 3/4" of factory specification. No reversing of control arms. Rack & Pinion is allowed. If an after market lower strut or A arm is used, there will be a weight penalty of 20lbs. added to the total weight of the car. All Coil springs must be a minimum of 5 inches in diameter. Coil over shocks (min size is 2 1/2 inch diameter) will be allowed with a weight penalty of 60lbs. for 4 coil-overs or 30lbs. for 2 coil-overs. All weight penalties will be added to total weight of car. All coil springs will be magnetic steel. Shock inserts will follow current shock rules. Steering components may be fabricated from steel or aluminum. E.G. tie rods, tie rod ends and centre link.

28. Upper control arms must mount on the chassis. Brackets on chassis, can be relocated.

29. **TUBULAR UPPER CONTROL ARMS PERMISSIBLE**

30. Maximum of 4 load bolts may be used.

31. One shock per wheel allowed.

32. **NO** air shocks, no Adjustable or High Pressure Gas shocks or COIL OVER shocks. Gas shocks allowed No high-pressure gas shocks allowed. (If the shock is removed from the car and the shaft extends out of the body without assistance this is a high-pressure gas shock) No external or remote adjustable shocks allowed. There can be no form of compression or rebound valve changing except by shock disassembly. Any shock that can be set or changed by depressing and rotating the body or shaft, knob adjuster, remote knob adjuster, slot or pin adjuster or any other form of external adjustment is not allowed. Shocks that can be disassembled and re-valved internally are allowed. Steel or aluminum body shocks are allowed smooth or threaded body shocks are allowed.

33. Coil over eliminators are allowed both front and Rear. **All coil springs must be a minimum of 5 inches in diameter.**

34. Rims - 5 x 5 bold pattern or wide five only.

35. All spindles and hubs to be heavy duty.

36. All wheels must be stock car racing rims with a maximum bead-to-bead width of 10"

37. All wheel studs to be minimum of 5/8" with heavy-duty nuts.

38. American Racer (Late Model) 4 ply 10" slick racing tire. Tire reliefs allowed.

39. One tire a night rule will be in effect except for special events.

40. Any Stock type rear end may be used with a spool or mini spool only. Rear end may be interchanged. **FLOATER TYPE REAR ENDS RECOMMENDED. NO CHEV. "C" CLIP** (Integral) or ratchet type rear ends. Quick-change rear ends are allowed. Axle tubes must be steel. No cambered rear ends.

41. No traction control devices of any kind will be allowed.

42. Lower trailing arms not to exceed 30" in length, both centre to bold centre. Rear end upper links will be maximum 30-inches, measured from the centre of the rod end to the centre of the rod end or pivot bolt. Link must be steel or aluminum ONLY. Rubber or urethane ONLY. No coil over spring allowed in upper third link. Link can be shorter than trailing arms but must not exceed 30-inches in length.

43. Any type sway bar: Must mount in stock location area. Rear sway bars are allowed. No cockpit adjustable type allowed.

44. Two (2) Drive Shaft safety hoops must be securely installed. One (1) at the front and one (1) at the rear. Hoops must be a minimum 2 x 2" and completely encircle the drive shaft to prevent the drive shaft from falling on the track. **DRIVE SHAFTS MUST BE PAINTED WHITE FOR SAFETY REASONS. DRIVE SHAFTS MUST BE STEEL.**

45. Brakes must be foot operated and in good working condition on all four wheels at all times. A balance bar is allowed. One steel, single piston caliper per wheel only. Four wheels disc brakes allowed, metallic type linings recommended. Floater hubs allowed. A 3" cooling duct from the front of the car aimed at the front brakes is recommended. The 3" ductwork must be securely fastened. Recommend 3" metal flex duct. **NO PLASTIC DRYER HOSE.** No brake fluid cooling devices containing a pump.

46. Battery must be securely fastened outside of the driver's compartment. Maintenance free battery recommended.

47. Approved Racing Type window net is mandatory. No homemade type window nets.

48. All cars must have an approved fire extinguisher mounted in an approved steel mounting bracket within easy reach of the driver when his seat and shoulder belts are fastened. **(TO THE RIGHT SIDE OF THE DRIVER).** Fire extinguisher must be validated to the current year. **(NO LATER THAN APRIL 1<sup>ST</sup>** of the current year and must be attached to the extinguisher.) For on-board fire systems the gauges must be readable by the Technical Inspectors.

49. Safety belts must be quick release type with a minimum 3" lap belt - two (2) - 2" to 3" shoulder harness and a (2-inch) crotch strap are mandatory. Deteriorated or torn seat belts will not be allowed. Seat belts must be attached to the roll cage assembly.

50. **Weight.** All weight with driver in. 56% left side maximum. Maximum 50% weight will be allowed on rear of car. Minimum 50% front weight. Car weights are with driver seated, belts fastened, helmet on and without topping of fuel, water, etc. All weight must be in no less than 5lbs, block form, labelled with car # and painted white.

50A. Cars must meet their minimum weight with driver in, at any time they are asked to cross the scales. (Whatever scales are at the track will be used for final weighing. No exceptions).

50B. **ALL CARS HAVING A COMPRESSION RATIO UP TO 10 TO 1 WILL WEIGH A MINIMUM OF 8.25 LBS PER CUBIC INCH WITH A MINIMUM WEIGHT OF 2900**

50C. All built motor cars having .030" over bore a compression ratio of a maximum of 10.0 to 0 will weigh 2900 lbs.

All built-motor cars having a .030 over bore and a compression ratio of a maximum of 10.5 to 1 will weigh 2950lbs.

All built-motor cars having a .030 over bore and a compression ratio of a maximum of 10.9 to 1 will weigh 3050lbs.

Delaware built-motor cars with .030 over bore using vortec/bow tie heads and intake will weigh a minimum of 3050lbs.

**All other engine configurations (as per outside tracks) will weigh 8.25lbs per cubic inch to a maximum of .060 over bore. Other engine weight penalties may be assessed to conform with Flamboro rules. This will be determined at each race meet.**

51. **ENGINE:** Maximum cubic inch displacement allowed: GM 350 • FORD 351 • CHRYSLER 360 Plus Maximum overbore allowed .060"

**COMPRESSION WILL BE DETERMINED BY TRACK WHISTLER**

52. Bore and stroke must be to factory specs (e.g. 350 Chev - 3.48" stroke x 4" bore). **NO STROKED OR DE-STROKED MOTORS.**

53. Centre of crank to ground minimum of 11"

54. Engine and Chassis are interchangeable.

55. Engine must be mounted with the foremost spark plug even or ahead of the UPPER ball joint (in line). If wheel base is 108" or greater, the motor may be moved no further back in the chassis than a point which is measured from the rear face of the engine block to the front face of the rear end pot. This measurement is no less than 80% of the wheelbase. Minimum measurement 86.40 inches.

56. No dome pistons, only flat top or dished are allowed. No aluminum rods or blocks. Pistons cannot protrude above the block deck.

57. Any Hydraulic or Mechanical flat tappet camshaft. No mushroom or roller camshaft. Stock Diameter lifter and lifter bore for that make & model of engine. No gear drive or belt drive systems. NO FORD LIFTERS IN CHEV ENGINES.

58. Roller rockers allowed. Stud girdles allowed. No shaft rockers on Ford or GM.

59. One FACTORY STOCK Holly #4412 carburetor. Metering block numbers 5924 & 5925. No reworking of carburetor other than removal of choke plate, filling of choke rod hole, changing of jets and power valve. A quick change jet kit (Part #3425 float bowl may be used. Two (2) return springs mandatory. New Holley replacement metering block will be allowed with Holly Part # of 134-137 (stamp #10570).

**HOLLEY 4412 FACTORY STOCK MEASUREMENTS ARE AS FOLLOWS:**

Metering block must have the following ID# stamped on it. Factory stock is #5924 or #5925 Replacement or service metering blocks may be stamped with #10570 or one of the two numbers listed above.

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

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

Metering block main passage to discharge nozzle (2 holes) maximum .141" Venturi bore = 1.373" - 1.377"

Boost venture inner bore - .377" - .383" Throttle bore diameter - 1.6855" - 1.6865"

Main body high speed air bleeds (2 holes) \_ .070" Throttle shaft diameter = .368" - 369"

Throttle shaft thickness of flat of shaft = .152" Butterfly (throttle plate) thickness = **.0398"** - **.0438"**

Hole in butterfly -.090" - .096"

Butterfly must have stamped on it ID# 215

A quick-change jet kit (Holley part #3425) (Float Bowl) may be used.

## **4412**

THIS IS THE ONLY DISCHARGE NOZZEL (SQUIRTER) THAT COMES ON A STOCK 4412. BRASS TIP SQUIRTERS ARE ALSO ALLOWED.

HOLES BEHIND POWER VALVE ARE .0635 PLUS OR MINUS.003

PRIMARY THROTTLE BORE DIAMETER IS 1 11/16" METERING BLOCK NUMBERS FOR A STOCK 4412 ARE 5924 & 5925

HOLES IN THROTTLE PLATES ARE .0935 PLUS OR MINUS.003

60. All intake manifolds must be Edelbrock Performer Series. Manifolds must remain as manufactured. No port matching, or flow work permitted. Manifolds must not be painted. All part numbers are current design only. Older design manifolds with same part number are not permitted. Carburetor holes in spacer must be located in centre of intake holes. No TURTLES. Water crossover cooling lines may be used on intake manifold.

Part Numbers allowed as follows:

EDLEBROCK GM #2101 • CHRY. #2176 • FORD #2750 OR 2181

60A. All air entering the engine for combustion purposes must enter through the air horn of the carburetor. All engines require an air cleaner to act as a flame arrester. No ram air systems.

60B. If your intake **MANIFOLD IS FOUND TO BE ILLEGAL, IT WILL BE CONSIDERED A MAJOR INFRACTION OF THE RULES.**

60C. Carburetor Adapter and Gaskets:

Only a one-piece solid carburetor adapter will be allowed. Carb adapter and gasket - combined thickness must not exceed 1.25". No air intake holes in spacer plate.

61. **STOCK** Cast iron exhaust manifolds allowed. (50lb weight break to minimum of 2900lbs). If stock cast iron manifolds are used, 1 foot of 2 1/4" OD pipe must be in each primary exhaust tube or 2 foot in each secondary tube. All exhaust must exit through these two pipes. Headers are allowed - no stepped headers on built motors, no 180-degree headers. No iron lung headers allowed. Header tubing must be the same size from the heads to the collector (Max 3" ONLY allowed). Header tubing must be maximum of 1-5/8 OD. Equalizer pipe is allowed

One or more mufflers are Mandatory. The muffler is a Magnaflow 11219. The exhaust must exit behind the driver, outside the body or may be turned down to exit under the car facing outward.

62. **CAST IRON HEADS ONLY. No polishing, Coating, or Porting of Heads.** No angle plug heads, except Ford and Chrysler. Dart heads as specified are allowed. Any machine work must be concentric to the valve stem. **NO SLEEVING OF LIFTER BORES. (1 OR 2 ALLOWED).** No relieving above or below the head of the valves. No unshrouding of the valve pocket. No iron eagle, bowtie, vortex, heads with casting #292, or W series heads. SVO head part #M6059L302-GT40 allowed with maximum valve size, intake 1.94, exhaust 1.60. Head dimensions must be stock as produced. Mopar head part #P4529269, #P5249574 casting #4448308 (unported) allowed. Mopar casting #4772576 will also be allowed.

Dart heads that are allowed World Product Heads Allowed

- Sportsman 2 (straight plug only) • WP Casting #011250-1 Casting #1-037 • WP Casting #011-250 (bare)
- PT #4350 Casting #1-052 • WP Casting #012150, 012250
- PT #4360 Casting #1-052 • WP 012250 (bare)

World Product S/R Torquer Head Allowed

- PT #42668 Casting #42678 PT#53028 Casting #1-056 Ford Windsor
- PT #5303 Casting # 1-056 (For Windsor Jr. With Max. Valve size of 2.02)

The maximum valve sizes as measured across the face of the valve are as follows:

**Intake Exhaust**

**GM 2.02 1.65**

**Ford (Windsor) 1.94 1.65**

**Chrysler 2.02 1.65**

**Screw in studs, guide plates, stud girdles and 3-angle valve jobs are allowed. No titanium valves.**

**Valves must be identical in appearance and construction as OEM valves. Stem diameter must have a minimum of 1/32" (.343"). Stem may be undercut to be minimum diameter of 5/16" (.312") from the valve head to the bottom of the valve guide. No titanium valve or valve springs, steel only.**

The Ball Method will be used for checking cylinder heads. On the exhaust side, the header will be removed and then the inspector will place a tool in the port, which will consist of a .531 diameter ball bearing welded to a flexible shaft. With the valve fully opened, the ball will be placed against the valve stem and moved to a full circle (360 degrees) around the valve stem. If the ball drops down through the seat in any position around the full circle of the valve stem, it will be deemed illegal. On the intake side, the carburetor will be removed and the intake manifold for the same type of procedure, only the ball size will be .787".

Note: These methods of checking the head will hold true with a hot or cold engine.

63. **CRANKSHAFT:** Stock or after market crankshafts will be allowed with a **MINIMUM WEIGHT** of 48lbs. No knife edging or bull nosing of crank.  
**IF CRANK IS PROTESTED THE MOTOR WILL BE LIFTED OUT TO VISUAL INSPECT THE CRANK, AND IF ALL THE PROPER CASTING MARKS ETC., ARE THERE, THEN IT CAN BE DECLARED LEGAL. IF THERE SEEMS TO BE A DISCREPANCY IN THE DIMENSION THEN IT CAN AND WILL BE TAKEN OUT AND WEIGHED. SEE PROTEST SECTION RE: PENALTIES.**

**IF IN DOUBT, CALL A TRACK TECH OFFICIAL FOR AN ANSWER. DO NOT GO BY RUMOURS AT THE TRACK LEVEL - ASK A TRACK TECH OFFICIAL FOR AN OFFICIAL INTERPRETATION.**

64. A single stage external oil pump is allowed. (No dry sumps)

65. No electric fuel pumps.

66. Ignition may be any type except magneto or ignitions that are tunable with knobs.

67. Any Radiator that fits properly under the hood may be used. An over-flow can securely fastened behind the front tires and ahead of front firewall must be used. **NO ANTI-FREEZE.**

68. Clutch and Flywheel can be stock type replacement. (**CORVETTE STYLE OR SVO FLYWHEEL** with a minimum weight of 14lb). **NO 10,000-RPM STYLE.** No aluminum, speed type or lightening of the flywheel. Multi disc clutches allowed (refer to attached notes). Shatterproof bellhousing is mandatory when using stock type clutch and flywheel. The starter must be functional and in stock location.

68A. Clutch & Pressure Plate: Min. 9" diameter. **STOCK TYPE** Pressure plate and clutch disc. **STEEL ONLY, NO ALUMINUM.**

69. Transmission must be **STOCK AND OEM**, and be a standard with all gears working. All gears must be operational with driver seated and seat belts fastened. **NO 2 SPEED TRANS ALLOWED.**

70. Radios are permitted. Driver or spotter **MUST** be connected to the track-mandated one-way radio system. (See General Rules #5 for frequency)

71. All drivers in all classes must wear approved crash helmets (which meet a minimum. **A SNELL 1995 STANDARD OR 2000** is recommended).

An **APPROVED FIRE SUIT** that effectively covers the body from the neck to the ankles and wrists is mandatory. It is also highly recommended that drivers wear complete full coverage fire resistant underwear, and a neck brace. All wearing apparel must be clean and in good condition. Un-approved helmets will be held in Tech until end of the event.

**IF IT DOES NOT SAY THAT YOU CAN, CHANCES ARE YOU CANNOT. SO CHECK WITH TECH BEFORE YOU DO SOMETHING YOU ARE NOT SURE OF.**

**The interpretation of the rules will be solely up to the judgment of the officials in charge and the officials decision will be final. Any part of the car not specifically covered must remain stock. Stock parts are those found in Model/year OEM parts book.**

## Crate Motor Car

The crate motor that will be used will be GM part #88958604 (400 hp-400 ft-lb torque fast burn engine.)

1. Each crate-motor car will weigh 2900lbs with 56% left side weight and 50% rear.

2. A 5.5 inch multi disc clutch will be allowed. Minimum 2 discs - 3 disc optional.

3. No carbon clutches, carbon clutch covers, carbon discs, or carbon components allowed.

4. Approved 5.5 inches clutch manufacturers are Power Trans Tech, Quarter Master, Tilton and Ace.

5. Aluminum bell housings will be allowed with starter attached in original position (front). The ring gear must have 153 teeth minimum.
6. Stepped headers will be allowed. (Schoenfield part #SCH135VHCM-3). These are a crate-motor header with 1 5/8 inch to 1 3/4 inch with a 3-inch collector.
7. There will be no ceramic, stainless steel or coated headers allowed.
8. MSD Box. Only one allowed and must be located to right side of dash on a fabricated bracket out of reach of driver with safety harness disconnected. RPM chip must be accessible to track official at all times. If current MSD has no Rev control limiter a kit can be purchased with a part # of IVIED 8737. All GM crate motors will use a 6400 RPM chip.
9. Carburetor Holley #80541, 80541-1 or 80541-2, 650 c.f.m. 4 bbl  
The primary discharge nozzle size is .028 and the secondary is .029 and each nozzle will be stamped with the number. The primary and secondary air bleed sizes are .072, and the primary and secondary high-speed air bleed sizes are .045.

The throttle shafts on the 80541 and 80541-1 will be as follows:

- Primary diameter .3685/.3695 with a .140 flat.
- Secondary diameter .3695/.3715 with a .140 flat.
- Primary throttle plate thickness .0398/.0438 ID#345
- Secondary throttle plate thickness .0398/.0438 ID#345

The throttle shaft on the 80541-2 will be as follows:

- Primary diameter .368/.369 with a .152 flat.
- Secondary diameter .3695/.3715 with a .140 flat
- Primary throttle plate thickness .0398/.0438 ID#345
- Secondary throttle plate thickness .0398/.0438 ID#345

Main body casting # 7950B

- Primary main body venture diameter 1.248 - 1.252
- Main body skirt diameter 1.683 t/-.003 (lower venture exit area of main body)
- Secondary main body venture diameter 1.248/1.252
- Main body skirt diameter 1.683t/-.003 (lower venture exit area of main body)

Base Plate primary throttle bore diameter 1.6870 - 1.6880

Base Plate secondary throttle bore diameter 1.6870 - 1.6880

Booster Casting # 45R312

- Primary throttle shaft outside diameter .3685 - .3695
- Slab thickness .140(t-.005) flat area of shaft where throttle plate attaches
- Primary throttle plate ID#345
- Plate thickness .0393 - .0438 (Material - stainless steel)
- Secondary throttle plate ID#345
- Plate thickness .0398 - .0438 (Material - stainless steel)

## Built Motor Cars

1. All built-motor cars will be allowed to run a 5.5 inch or a 7.250 multi disc clutches.
2. Both clutches will have a minimum of 2 discs 3 disc will be optional.
3. There will be no carbon clutches, carbon clutch covers, discs or carbon components allowed.
4. Approved manufacturers are Power Train Tech, Quarter Master, Titon and Ace.
5. Aluminum bell housings will be allowed. Ring gear must have 153 teeth minimum and starter must mount in original position. (Front).
6. All built motors will use current headers in use in 2005.
7. All built motors will carry 56% left side weight and max 50% rear weight.
8. Weight Rules are as follows:
  - 355 cubic inch motor with 10.1 to 0 compression 2900lbs
  - 355 cubic inch motor with 10.1 to 10.5 compression 2950lbs
  - 355 cubic inch motor with 10.5 to 10.9 compression 3050lbs.

Delaware built motor with vortec/bow tie heads and intake 3050lbs. Note: All other engine configurations (outside tracks) will be assessed a penalty(s) as needed to conform to Flamboro Rules. This will be determined at each race meet.

## Crate Motor Rules (cont)

1. All MSD chips will be issued at the beginning of each race meet (to the driver).
2. If user decides to leave the speedway without returning the chip to the race director you will receive no money or points for that meet and will be suspended for 2 further race meets.
3. If upon inspection at ANY time during the race meet the chip has been changed or altered you will receive no money and points for that meet plus an additional 50 driver weekly accumulated points and suspended for 4 further race meets.
4. If it is discovered that the crate motor has been tampered within anyway shape or form you will lose money and points for that race meet along with accumulated season driver points and further suspended for one calendar year (e.g. July 15 of current year to July 15 of following year).
5. Suspensions would be defined as car and driver.
6. Race Meets will be defined as ALL completed race meets (rain outs don't count.)

ANY INFORMATION NOT COVERED IN THIS DOCUMENT PLEASE CONTACT THE SPEEDWAY FOR APPROVAL OR UNDERSTANDING. IT IS LESS EXPENSIVE TO CORRECT ISSUES BEFORE THE RACE MEET.

We introduce the use of a Ford Crate Motor in the Late Model Division as the motors and information becomes available. We will use the same type of format as used with previous crate motor implementation.

Information:

Owner: John 1-905-689-6052

Tech: Don 1-519-846-8158

**FLAMBORO SPEEDWAY LATE MODEL PAYOFF-POINTS**

Each driver must be a registered member of the track in order to accumulate points. All drivers will draw for starting positions each night and qualify to the feature per the track criteria for the race event. Drivers will receive a minimum 65 points for signing-in to race at each event, provided an attempt to run/race has been made (warm-up laps as a bare minimum; at least one qualifying race).

**HEAT POINTS**

POS.	PTS.
1.	10
2.	9
3.	8
4.	7
5.	6
6.	5
7.	4
8.	3
9.	2
10.	1
11.	1
12.	1

**FEATURE POINTS**

POS.	PTS.
1.	100
2.	99
3.	98
4.	97
5.	96
6.	95
7.	94
8.	93
9.	92
10.	91
11.	90
12.	89

POS.	PTS.
13.	88
14.	87
15.	86
16.	85
17.	84
18.	83
19.	82
20.	81
21.	80
22.	79
23.	78
24.	77

**TO QUALIFY FOR THE POINTS FUND YOU MUST:**

1. Be a registered driver.
2. Driver's with 100% attendance including specials will receive full points fund. Over 75% receives 3/4 of points fund. 75% and under, receives 1/2 of points fund. 50% and under, receives 1/4 of points fund.
3. Point totals will be calculated taking your best 18 finishes from the total of scheduled events of the season. Completion of a minimum 18 dates will equal 100% attendance.

**LATE MODEL PAY OUT FLAMBORO POINTS FUND**

35 LAP FEATURE 21-24 CAR START	25 LAP FEATURE 15-20 CAR START	20 LAP FEATURE UNDER 15 CAR START	OKTOBERFEST CLASSIC
1. \$1,200.00	\$800.00	\$600.00	\$3,000.00
2. \$1,000.00	\$600.00	\$400.00	\$2,000.00
3. \$800.00	\$400.00	\$350.00	\$1,000.00
4. \$600.00	\$350.00	\$300.00	\$900.00
5. \$400.00	\$300.00	\$250.00	\$800.00
6. \$350.00	\$250.00	\$225.00	\$700.00
7. \$300.00	\$225.00	\$195.00	\$650.00
8. \$250.00	\$200.00	\$190.00	\$600.00
9. \$225.00	\$195.00	\$185.00	\$550.00
10. \$200.00	\$190.00	\$180.00	\$500.00
11. \$195.00	\$185.00	\$175.00	\$450.00
12. \$190.00	\$180.00	\$170.00	\$400.00
13. \$185.00	\$175.00	\$165.00	\$400.00
14. \$180.00	\$170.00	\$160.00	\$400.00
15. \$175.00	\$165.00		\$400.00
16. \$170.00	\$160.00		\$400.00
17. \$165.00	\$155.00		\$400.00
18. \$160.00	\$150.00		\$350.00
19. \$155.00	\$150.00		\$350.00
20. \$150.00	\$150.00		\$350.00
21. \$150.00			\$350.00
22. \$150.00			\$350.00
23. \$150.00			\$350.00
24. \$150.00			\$350.00
<b>\$7,650.00</b>	<b>\$5,150.00</b>	<b>\$3,585.00</b>	<b>\$16,000.00</b>

**LUCAS OIL PRESENTS GRIDDALE TRIPLE CROWN SERIES  
3 FIFTY-LAP EVENTS**

1. \$2,000.00	7. \$600.00	13. \$350.00	19. \$250.00	<b>TOP 5 POINT FUND</b>
2. \$1,200.00	8. \$550.00	14. \$325.00	20. \$250.00	1. \$2,500.00
3. \$900.00	9. \$500.00	15. \$300.00	21. \$250.00	2. \$1,500.00
4. \$800.00	10. \$450.00	16. \$275.00	22. \$250.00	3. \$1000.00
5. \$700.00	11. \$425.00	17. \$275.00	23. \$250.00	
6. \$650.00	12. \$400.00	18. \$275.00	24. \$250.00	
<u>\$12,475.00</u>				Total \$5,000

Flamboro Speedway registered Late Models will receive 100 points for participating in each special event (Griddale Races and the Oktoberfest event). No position points will be awarded.

**FLAMBORO POINTS FUND**

	Plus Griddale Product Vouchers
1. \$3,000	\$1,000
2. \$2,000.	\$600
3. \$1,500	\$500
4. \$1,000	\$500
5. \$900	\$500
6. \$800	\$400
7. \$700	\$400
8. \$600	\$400
9. \$550	\$350
10. \$500	\$350
<u>\$11,550</u>	<u>\$5,000</u>