

CENTRAL NORTH AMERICAN RACING ASSOCIATION

(C.N.A.R.A.)

AND

THE CANADIAN POWER TOBOGGAN CHAMPIONSHIPS (C.P.T.C.)

BEAUSEJOUR, MANITOBA, CANADA

RULES, INFORMATION AND GUIDELINES

FOR

VINTAGE

ICE OVAL SNOWMOBILE RACING

“IN THE SPIRIT OF FAIR COMPETITION”

(REVISED)

2010 – 2011

GENERAL TECHNICAL INFORMATION FOR ALL VINTAGE CLASSES

- The CPTC Race Director has the authority to make all final decisions in regards to any rules, guidelines and/or classifications.
- All drivers must attend the daily driver’s meeting. If a driver does not attend the driver’s meeting each day they may be subject to disqualification.
- All race sleds **MUST** have a pre race safety inspection each day. Failure to have these inspections done will result in disqualification.
- Tech inspection will start at 9:00AM each race day at the tech building.
- Race sleds must arrive at tech inspection race ready, including driver with helmet, safety jacket, shin guards and cowlings in place.
- Anytime a race sled is driven anywhere on the race complex, the driver of the machine must be seated with a helmet in place and tether cord attached to the driver! ***STRICTLY ENFORCED WITH NO EXCEPTIONS***
- No racing or testing allowed in the pits at anytime! ***STRICTLY ENFORCED WITH NO EXCEPTIONS***
- All helmets **MUST** be Snell 2005 or newer.
- Each driver must fill out a separate inspection sheet for each class entered. These will be obtained at Registration.
- If any sled is involved in any accident, the driver and the sled must be inspected by the tech inspector before the sled can continue racing. ***FAILURE TO HAVE THE SLED INSPECTED WILL RESULT IN DISQUALIFICATION FROM THE CLASS!***

- All race sleds must report to the tech area following each Final even if running in multiple classes with the same sled. Any sled not reporting directly to the tech area will be disqualified.
- All sleds reporting to the tech area for the post race inspection must keep the hood closed and fuel cap on tight. ***FAILURE TO DO SO WILL RESULT IN DISQUALIFICATION***
- Taillights must be with both filaments **on** of an 1157 bulb or equivalent as per ISR rules. L.E.D. battery operated (stay-on) taillight is recommended.
- All warm up stands must meet current ISR Rules and be used at all times when running sled on stand. Tether cord **MUST** be attached to operator!
- **REFER TO THE CURRENT ISR RULEBOOK FOR OTHER SPECIFIC DETAILS.**

VINTAGE OVAL COMPETITION

The intent of these 6 vintage classes is to establish races in which all can compete at their level of personal and equipment ability. The class structure is organized in such a way as to enable as many snowmobiles as possible a place to successfully compete.

If class rules are not followed, the class name shall not be used and the class shall be run as a specialty class with ISR's prior approval.

There will be differences from circuit to circuit in choice of classes, displacement categories, eligible models and year breaks. Classes and rules will be reviewed annually with the possibility of revisions.

C.P.T.C. VINTAGE OVAL CLASSES

SUPER STOCK	RELIC MOD
--------------------	------------------

GENERAL COMPETITION RULES: GENERAL COMPETITION RULES from Oval Sprint apply.

GENERAL SNOWMOBILE REQUIREMENTS: All snowmobiles in all classes must conform to all applicable rules in the ISR GENERAL RULES AND REGULATIONS section unless otherwise specified here.

DRIVE

1. The clutch cover must conform to the rule for Modified Oval Sprint classes.

SKI SUSPENSION AND STEERING

1. Leaf Spring Snowmobiles must have functional steel leaf springs.
2. Springs must be steel or OEM-for-the-model if some other material.
3. **IN ALL CLASSES: Offset ski stance not allowed unless produced by the OEM for the model.**

TRACK SUSPENSION

1. **All IFS snowmobiles must have a minimum of two (2) inches of compression travel with the rider on the snowmobile. Travel measured at bumper.**

2. Springs must be steel or OEM-for-the-model if other material.

TRACK AND TRACTION

1. **No cleated tracks allowed. Rubber tracks only.**
2. Traction devices must conform to Oval Sprint Rules.

FRAME AND BODY

1. Engine, chassis and component ID numbers should be maintained, but are not required as in Oval Sprint.
2. Maximum overall width of any snowmobile is 45 inches (outside of skis or body whichever is wider).

IGNITION AND ELECTRICAL

1. Programmable ignition systems allowed in all classes. Ignition reprogramming is not allowed in the staging area or on the racetrack.
2. Any OEM production taillight, with the brake element on whenever the engine is running is mandatory. L.E.D. battery operated (stay-on) taillight is recommended.

VINTAGE SUPER STOCK

(1985 & OLDER)

In stock and stock based classes, no change or modification is allowed unless specifically allowed by these rules. If these rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed.

1. Any stock qualified LEAF SPRING MODEL 1985 or older is eligible.
2. Entries will be segregated into classes based upon engine cooling (i.e. Fan, Free- Air, Liquid), depending on number of entries.

SUPER STOCK CLASSES

SUPER STOCK 340	358cc maximum
-----------------	---------------

ENGINE

1. **The engine must be OEM-for-the-model and year.**
2. Engine, engine mounts and exhaust must remain in original OEM locations for the chassis used in competition.
3. Any internal modifications allowed to the engine.
4. No external modifications allowed. Engine must maintain OEM-for-the-model appearance.
5. **Engine bore size may be increased up to class limit (see above).**
6. Aftermarket pistons allowed.

7. Intake concept (for the engine) must be maintained (i.e. piston port, reed valve, etc.)
8. Any round slide carburetor from a stock qualified snowmobile is allowed. Flat slide carburetors not allowed. Air intake silencers (air boxes) may be removed.
9. Cooling system concept (for the engine) must be maintained and fully functioning. (i.e. Fan, Free-Air, Liquid)
10. Must be naturally aspirated.
11. **OEM-for-the-model and year exhaust system must be used.**

DRIVE

1. Any snowmobile brand OEM primary clutch allowed.
2. Any snowmobile brand OEM secondary clutch allowed. No roller secondary clutches allowed.
3. Chaincase must be OEM.
4. Chaincase may be moved up to 2 inches.
5. Any track drive shaft and track drive sprockets allowed.
6. Track drive shaft may be relocated a maximum distance of 2 inches.
7. For chassis without jackshaft, a jackshaft may not be added.
8. Jackshaft models may use any jackshaft.
9. Brake components may be replaced. Must be commercially available and not modified.

VINTAGE SUPER STOCK

(1985 & OLDER) cont.

SKI SUSPENSION AND STEERING

1. Skis must be steel or aluminum.
2. **Leaf springs must be steel and functional. Leaf spring minimum length: 20 inches.**
3. **Shock absorbers must be oil only, gas shock absorbers not allowed.**
4. **Spindles and cross member ends must be enclosed.**
5. Ski spreaders allowed. Maximum increase 3 inches (each ski).
6. No Cobra skis allowed.
7. Steering column must be OEM-for-the-model (chassis). The handlebars and/or handlebar mounting bracket may be modified or replaced.
8. Any commercially available handlebar allowed.

TRACK SUSPENSION

1. Any track suspension from a stock qualified, 1985 or older model is allowed. No modification of any kind allowed.
2. Remote adjusters are not allowed.

TRACK AND TRACTION

1. **No cleated tracks allowed. Rubber tracks only.**
2. Any commercially available one-piece molded rubber track allowed. Track must fit within the confines of the tunnel without modification to track.
3. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.

FRAME AND BODY

1. **Frame must be OEM for the year and brand.**
2. Frame reinforcement allowed. Frame must maintain stock dimensions.
3. Hood must be OEM-for-the-model. Windshield may be modified, replaced or removed.
4. **Headlight must be taped, or removed and blocked with like material.**
5. **Fuel tank must be OEM-for-the-model and year or an aftermarket replacement.**
6. Seat must maintain OEM contour and stock appearance for the model. Minimum seat thickness is 3 inches.

RELIC MOD (SINGLE)

(1971 & OLDER)

400 cc. max.

Any 1971 or older air-cooled, stock qualified or OEM single-cylinder racing snowmobile is eligible for this class.

RELIC SINGLE MOD 400 cc. max (Fan or Free-Air)

ENGINE

1. **The engine must be OEM-for-the-model. Engine must be from 1971 production or earlier. (example 1970)**
2. All 1971 and older single cylinder sleds, 400 cc. maximum.
3. Engine, engine mounts and exhaust must remain in original OEM locations for the chassis used in competition.
4. Any internal modifications allowed to the engine.
5. External modifications allowed. Engine must maintain OEM-for-the-model appearance.
6. Aftermarket pistons allowed.
7. Intake concept must be maintained (i.e. piston port, reed valve, etc.)

8. Any carburetor from a stock qualified snowmobile is allowed. Flat slide carburetors allowed. Fuel injection not allowed.
9. Air intake silencers (air boxes) may be removed.
10. Any exhaust allowed. A commercially available silencer is required. No liquid cooling allowed.
11. Must be naturally aspirated.

IGNITION AND ELECTRICAL

1. Any ignition allowed.
2. Taillights must be operable. Taillights must be with both filaments **on** of an 1157 bulb or equivalent as per ISR rules. L.E.D. battery operated (stay-on) taillight is recommended.

DRIVE

1. Any snowmobile brand OEM primary clutch allowed.
2. Any snowmobile brand OEM secondary clutch allowed. No roller secondary clutches allowed.
3. Any snowmobile brand OEM chaincase.
4. Chaincase may be moved up to 2 inches.
5. Any track drive shaft and track drive sprockets allowed.
6. Track drive shaft may be relocated a maximum distance of 2 inches.
7. For chassis without jackshaft, a jackshaft may not be added.
8. Jackshaft models may use any jackshaft.
9. Brake components may be replaced. Must be commercially available and not modified.
10. Full clutch guards with belting as per ISR rules mandatory!

RELIC MOD (SINGLE)

(1971 & OLDER)

400 cc. max. (cont.)

SKI SUSPENSION AND STEERING

1. Skis must be steel or aluminum.
2. Leaf springs must be steel and functional.
3. Ski spreaders allowed. Maximum increase 3 inches (each ski).
4. No Cobra skis allowed.

5. Steering column must be OEM-for-the-model chassis. The handlebars and/or handlebar mounting bracket may be removed or replaced.
6. Any commercially available handlebar allowed.

TRACK SUSPENSION

1. **Any OEM track suspension from a stock qualified, 1985 or older model is allowed. No modification of any kind allowed.**
2. Remote adjustors are not allowed.

TRACK AND TRACTION

1. **No cleated tracks allowed. Rubber tracks only.**
2. Any commercially available one-piece molded rubber track allowed. No cleated tracks allowed. Track must fit within the confines of the tunnel without modification to track.
3. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.
4. Traction products must conform to Oval Sprint requirements.

FRAME AND BODY

1. Frame must be OEM for the model.
2. Frame reinforcement allowed. Frame must maintain stock dimensions.
3. **Spindle location must remain in the OEM location.**
4. Hood must be OEM-for-the-model.
5. Windshield may be modified, replaced or removed.
6. Headlight must be taped.
7. Fuel tank must be OEM-for-the-model or an aftermarket replacement.
8. Seat must maintain OEM contour and stock appearance for the model. Minimum seat thickness is 3 inches.

EARLY MODEL (PRO MOD)

(1975 & OLDER)

SPECIFIC GUIDELINES FOR EARLY MODEL (PRO MOD)

1975 MODELS AND EARLIER [INCLUDING 1972-73 CHAPARRALS]

EARLY MODEL 300 (PRO MOD 300)	317 cc maximum
--------------------------------------	-----------------------

1. **Any 1975 or older Stock Qualified or OEM production racing snowmobile leaf spring model allowed.**

2. 1972 and 1973 Chaparrals also allowed.
3. Chaparrals must maintain OEM front-end dimensions and use designated oil only shocks (no gas shocks).
4. Approved part numbers for Chaparrals and OEM dimensions will be supplied.
5. On Chaparrals, sway bar must be used in OEM location. A larger diameter sway bar may be used. To mount a larger diameter sway bar, the location may be moved up or down to clear drive.

ENGINE

1. The engine must match chassis.
2. Any internal or external modifications allowed to the engine.
3. **Engine bore size may be increased up to class limit (see above).**
4. **Any round slide or flat slide snowmobile carburetor allowed.**

Fuel injection is not allowed.

1. Air intake silencers (air boxes) may be removed.
2. Any exhaust allowed. A commercially available silencer is required.
3. Must be naturally aspirated.

DRIVE

1. Any primary clutch allowed.
2. Any secondary clutch allowed. Roller secondary clutches allowed.
3. Any snowmobile chaincase.
4. Any track drive shaft and track drive sprockets allowed.
5. Track drive shaft may be relocated.
6. Brake components may be replaced. Must be commercially available and not modified.

SKI SUSPENSION AND STEERING

1. Skis must be steel or aluminum.
2. Leaf springs must be steel and functional.
3. Ski spreaders allowed. Maximum increase 3 inches (each ski).
4. **Spindles and cross member ends must be enclosed.**
5. No Cobra skis allowed.
6. Any commercially available handlebar or steering column allowed.

7. **Offset front suspension will not be allowed.**

EARLY MODEL (PRO MOD)

(1975 & OLDER) cont.

TRACK SUSPENSION

1. Any track suspension allowed.

TRACK AND TRACTION

1. **No cleated tracks allowed. Rubber tracks only.**
2. Any commercially available one-piece molded rubber track allowed. Track must fit within the confines of the tunnel without modification to track.
3. The track must be used as produced by the molder of the track. No cutting or other modifications allowed

FRAME AND BODY

1. **Frame must be OEM-for-the-model 1973 through 1985 production. If later than 1973 must be OEM for the brand and have exact dimensions of the 1973 frame. No reproduction frames allowed.**
2. Frame reinforcement allowed.
3. **Frame may be widened up to 40" on center-to-center carbide width.**
4. **Spindles and cross member ends must be enclosed.**
5. Hood must be OEM for the brand.
6. Windshield may be modified, replaced or removed.
7. Headlight may be removed.
8. Fuel tank must be OEM-for-the-model or an aftermarket replacement snowmobile tank.
9. Any seat allowed.

THE EARLY MODEL 440 (PRO MOD 440) CLASS

WILL BE CONSIDERED THE PREMIER RACE FOR

THE

"EARLY MODEL CLASSIC 440 CUP"

(MARCH RACES)

VINTAGE MOD (SUPER MOD)

(1985 & OLDER)

VINTAGE MOD (SUPER MOD) CLASSES (1985 and Earlier)

Leaf Spring only [including 1972-73 Chaparral]

- **Vintage Mod (Super Mod) sleds are those that are qualified stock machines or factory OEM production race machines manufactured 1985 and earlier.**
- **All air-cooled and liquid-cooled engines are allowed.**
- **Any production sleds from 1976 and up with IFS will not be allowed to compete. [1972 – 73 Chaparral allowed]**

VINTAGE MOD (SUPER MOD) CLASSES

VINTAGE MOD 250 (SUPER MOD 250)	264cc maximum
--	----------------------

1. Any 1985 or older Stock Qualified leaf spring model allowed.
2. 1972 and 1973 Chaparrals also allowed.
3. Chaparrals must maintain OEM front-end dimensions and use designated oil only shocks (no gas shocks).
4. Approved part numbers for Chaparrals and OEM dimensions will be supplied.
5. On Chaparrals, sway bar must be used in OEM location. A larger diameter sway bar may be used. To mount a larger diameter sway bar, the location may be moved up or down to clear drive.

ENGINE

1. **The engine must be OEM for the brand and 1985 production or earlier.**
2. Any internal modifications allowed to the engine.
3. External modifications allowed.
4. Intake and exhaust concept must be maintained.
5. **Engine bore size may be increased up to class limit (see above).**
6. **Any round slide or flat slide snowmobile carburetor allowed. Fuel injection is not allowed.**
7. **Variable exhaust port values not allowed.**
8. Air intake silencers (air boxes) may be removed.
9. Any exhaust allowed. A commercially available silencer is required.
10. Must be naturally aspirated.

VINTAGE MOD (SUPER MOD)

(1985 & OLDER) cont.

DRIVE

1. Any primary clutch allowed.
2. Any secondary clutch allowed. Roller secondary clutches allowed.
3. Any snowmobile chaincase.
4. Any track drive shaft and track drive sprockets allowed.
5. Track drive shaft may be relocated.
6. Brake components may be replaced. Must be commercially available and not modified.

SKI SUSPENSION AND STEERING

1. Skis must be steel or aluminum.
2. Leaf springs must be steel and functional.
3. Ski spreaders allowed. Maximum increase 3 inches (each ski).
4. **Spindles and cross member ends must be enclosed.**
5. No Cobra skis allowed.
6. Any commercially available handlebar or steering column allowed.
7. **Offset front suspension will not be allowed.**

TRACK SUSPENSION

1. Any track suspension allowed.
2. Remote adjustors are not allowed.

TRACK AND TRACTION

1. **No cleated tracks allowed. Rubber tracks only.**
2. Any commercially available one-piece molded rubber track allowed. Track must fit within the confines of the tunnel without modification to track.
3. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.

FRAME AND BODY

1. **Frame must be OEM-for-the-model and year.**
2. **Frame must be 1985 and older.**
3. Frame reinforcement allowed.
4. **Frame may be widened up to 40" on center-to-center carbide width.**
5. **Spindles and cross member ends must be enclosed.**

6. Hood must be OEM for the brand.
7. Windshield may be modified, replaced or removed.
8. Headlight may be removed.
9. Fuel tank must be OEM-for-the-model or an aftermarket replacement snowmobile tank.
10. Any seat allowed.

VINTAGE MASTERS 340

(1985 & EARLIER)

- **ALL DRIVERS MUST BE AT LEAST 50 YEARS OF AGE! PROOF OF IDENTIFICATION REQUIRED!**

VINTAGE MASTERS CLASS 1985 and Earlier Leaf Spring 340

VINTAGE MASTERS 340	358cc maximum
---------------------	---------------

- Any 1985 & earlier air-cooled machines are allowed.
- Vintage Masters sleds are qualified stock or OEM race machines (leaf-spring models) manufactured PRIOR to 1986.
- All entries to follow Vintage Mod (Super Mod) Rules. No change or modification is allowed unless specifically allowed by these rules. If these rules do not specifically allow a change or modification, then it must be assumed that the change or modification is not allowed.
- All air-cooled 340 cc. maximum engines are allowed. (Fan or Free-Air)
- NO liquid-cooled machines allowed.
- Any production sleds with IFS will not be allowed to compete.
- A class must have 3 properly registered entries to run.
- NO CLEATED TRACKS ALLOWED, RUBBER TRACKS ONLY!
- Full clutch cover with belting required as per ISR rules.
- Exhaust silencers are mandatory as per current ISR rules.
- All Vintage Masters sleds MUST comply with the current ISR rules and regulations that apply. Re: Vintage Mod (Super Mod)

*** ALL VINTAGE MASTERS 340 MACHINES WILL REFER TO: VINTAGE MOD (SUPER MOD) FOR CLASS RULES.**

VINTAGE IFS X

(1982 & OLDER)

VINTAGE INDEPENDENT FRONT SUSPENSION (IFS)

1982 and PRIOR OEM STYLE racing sleds

VINTAGE IFS X CLASSES

VINTAGE IFS 250 X	264 cc maximum
-------------------	----------------

- IFS to mean when spindle and housing moves independently of the chassis
- Only 1982 or older IFS single-track limited production OEM racing snowmobiles allowed. **No** non-OEM, aftermarket or custom designs allowed.
- Vintage IFS sleds are those OEM qualified machines manufactured prior to and including the year 1982 ((NO AFTERMARKET DESIGNS ALLOWED, NO WAHL CHASSIS)
- No Champ, Sprint or Wahl chassis allowed.
- Reproduction chassis are allowed but must be built using exact measurements of bulkhead of the original production snowmobile. (i.e. A reproduction 78 IFS Ski-Doo must have tubular construction with the same measurements of the original 78 IFS Ski-Doo race snowmobiles.)
- New re-production chassis or 'cloned' chassis are allowed provided they follow OEM design characteristics of the original OEM model.
- **No** twin track machines allowed.
- 250X, 340X and 440X classes may change engine/chassis combination.
- Only engines produced prior to and including the year 1982 will be allowed.
- No R.A.V.E. engines allowed.
- Chaincase and track driveshaft do NOT have to remain in the original OEM location for that model.
- Any track suspension allowed.
- Any commercially available CVT drive or driven clutches may be used.
- **FULL CLUTCH COVER WITH BELTING REQUIRED AS PER ISR RULES.**

VINTAGE IFS X

(1982 & OLDER) cont.

- Rear tunnel must be OEM style for the model but may be lengthened for suspension changes or alterations.
- Any tunnel changes must retain OEM appearance.
- Torsion, sway or stabilizer bars may be re-located and/or altered.
- OEM style front suspension for model type must be retained.
- Any shocks may be used. Shock location may be altered.

- Skis may be altered and/or replaced
- Maximum sled width is 45 inches.
- Any OEM style seat may be used. Seats can be changed, altered or replaced in the interest of safety.
- Gas tanks may be replaced and/or altered. Location may be changed.
- Handlebars and location may be changed.
- Any exhaust system may be used. MUST be silenced as per current ISR rules.
- Any normally aspirated carburetion allowed.
- Brake master cylinder and caliper may be changed, altered or re-located.

ENGINE

1. **The engine brand need not match the chassis brand.**
2. Any 82 and older snowmobile engine is allowed.
3. External modifications limited to the addition of a reed valve system to a piston port engine only.
4. **Any round slide or flat slide snowmobile carburetor allowed. Fuel injection is not allowed.**
5. No variable timing exhaust valves allowed.
6. Any internal modifications allowed to the engine.
7. External modifications allowed.
8. **Engine bore size may be increased up to class limit (see above).**
9. Any exhaust allowed. A commercially available silencer is required.
10. Must be naturally aspirated.

VINTAGE IFS X

(1982 & OLDER) cont.

DRIVE

1. Any primary clutch allowed.
2. Any secondary clutch allowed. Roller secondary clutches allowed.
3. Any track drive shaft and track drive sprockets allowed.
4. Brake components may be replaced. Must be commercially available and not modified.
5. Jackshaft must remain in the OEM location for the model.
6. Any OEM for the brand chaincase may be used.

7. Track drive axle must be within 2 inches of the OEM-for-the-model location.

TRACK AND TRACTION

1. **No cleated tracks allowed. Rubber tracks only.**
2. Any commercially available one-piece molded rubber track allowed. Track must fit within the confines of the tunnel without modification to track.
3. The track must be used as produced by the molder of the track. No cutting or other modifications allowed.

FRAME AND BODY

1. Maximum snowmobile width 45 inches.
2. Windshield may be modified, replaced or removed.
3. Fuel tank must be OEM-for-the-model or an aftermarket replacement snowmobile tank.
4. Any seat allowed.
5. Any 82 or older Sno Pro racing hood allowed.

SKI SUSPENSION AND STEERING

1. Skis must be steel or aluminum.
2. Any commercially available handlebar allowed.
3. Steering column must be OEM-for-the-model location.
4. Any shock absorbers allowed.
5. Sway bar may be replaced with a larger diameter sway bar.
6. Sway bar and shock absorber locations may be changed.
7. Sway bar may be replaced.
8. Maximum overall width is 45 inches.

JERRY BUNKE MEMORIAL CHALLENGE

RULES, INFORMATION AND GUIDELINES

- **Open to ALL Vintage Oval Racing Sleds**
- All **1982** and prior IFS racing machines and **1985** and prior leaf spring machines are allowed to compete. [Including 1972-73 Chaparral]
- Any **Early Model (Pro Mod) or Vintage Mod (Super Mod)** sleds are allowed to compete in the Vintage IFS classes according to engine size.
- **ALL** drivers must be properly registered in any or all of the 4 classes listed below to receive points.

- Points are **ONLY** awarded in the following 4 classes that run **BOTH** days.

Vintage IFS 340X and IFS 440X (Saturday)

Vintage IFS 340X and IFS 440X (Sunday)

- Points will be awarded to **DRIVERS** finishing 1st to 5th in the above 4 classes.
- Qualifying heats (if any) **DO NOT** score points.
- The winner of the challenge is determined by utilizing a point scoring system.
- **Point system works as follows:**

Number of sleds competing x **5** = 1st place.

Number of sleds competing x **4** = 2nd place.

Number of sleds competing x **3** = 3rd place.

Number of sleds competing x **2** = 4th place.

Number of sleds competing x **1** = 5th place.

The driver with the highest point total from both days competition in all 4 classes will be crowned:

THE

JERRY BUNKE MEMORIAL CHALLENGE CHAMPION!

GOOD LUCK AND SAFE RACING

IF ANY ADDITIONAL INFORMATION IS REQUIRED IN REGARDS TO

CPTC VINTAGE RULES AND/OR CPTC VINTAGE RACING

YOU MAY CONTACT:

KEN DAY @ (204) 268-1477

Email: kendayracing@highspeedcrow.ca

OR

CPTC RACETRACK @ (204) 268-2049

OR

cptcracing@mts.net