

SCOTIA SPEEDWORLD 2009 HOBBY STOCK

*2009 changes *bold and italic*

DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum requirements for such events. These rules shall govern the conditions of all events, and by participating in these events, participants are deemed to have complied with all of these rules. NO EXPRESSED 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, spectator, or official. The Race Director shall be empowered to permit minor deviations from any of the specifications herein or to impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

APPROVED MODELS

GENERAL MOTORS: Nova, Ventura, Apollo, Omega, ***S10, S15 (regular wheel base)***

FORD: Fairmount, Futura, Thunderbird and Mustang (Fox chassis), Granada, Monarch, ***Ranger(regular wheelbase)***

CHRYSLER: Dart, Valiant, Aspen, Volare, Diplomat, ***Dakota(regular wheelbase)*** **AMC:** Concord.

No Gremlin, Spirit, Malibu, Camaro, Cuda or similar designed cars. No station wagons. Any other models are subject to approval by track management.

BODY

A. All chrome moldings, ornaments, door handles, glass, tail lights, headlights or plastic components must be removed, except grille and windshield.

B. All doors must be welded or bolted shut.

Inner panels stay. Front inner fenders are the only body parts that may be removed.

C. Only the stock glass windshield is permitted. Window openings may not be closed in or redesigned.

D. All cars must begin each race with a complete body (hood, doors, fenders, trunk, etc.) unless damaged in practice and/or O.K.'d by Pit Steward.

BUMPERS AND TOW HOOKS

Rear bumper shocks can be replaced with solid mounts. Cross brace between the frame rails, at the rear of the frame is O.K. Original rear bumper covers, or in the case of a car without a bumper cover, a replacement OEM steel bumper made to fit within the stock measurements, with straps to the rear quarters, is allowed at the rear of the car. Cars manufactured with original rear bumper covers must have a minimum 4" wide steel channel or original bumper under the bumper cover. Front bumper rule can reflect the rear bumper rule except front bumper shocks must be utilized. Bumpers must have a tight good quality chain solidly bolted between bumper and frame (not the bumper shock attaching bolt). Front and rear bumpers without stock covers must have a metal strap welded from corners to fenders to prevent bumper lock with another car. The center of the front and rear bumpers must measure no less than 16" and no more than 21" from the ground. Tow hooks are required front and rear. They must be attached to the frame. Three or four links of chain welded to each frame rail is sufficient.

CHASSIS AND SUSPENSIONS

A. All suspension parts are to be stock with no modifying. No cutting and/or welding pitman arm.

B. No joining sub-frames. Original frame must remain. Any frame repair must satisfy inspectors as to necessity and non-performance enhancing results. Front frame repair (obviously welded over original and following similar contour) on Fox Chassis limited to three sides only. No tubing allowed. Strut towers must remain stock and not be repaired or reinforced with extra metal. Inspectors must be satisfied as to intent.

C. Ground clearance will be same on both sides. The car shall be a minimum of six inches off the ground measured from the front frame rails. Wedges are permitted in the front springs only. Camber on both front wheels will not be more than 2.5 degrees +/-.

D. Fox chassis must use base model suspension parts only.

FLOOR

Stock floor boards must remain. All holes must be covered with metal. Rust repairs are allowed using stock thickness material and are subject to approval by officials.

DRIVELINE AND ENGINE

- A. Stock six cylinder in-line engine for make of car. (Dodge,225cu.in.; G.M./Ford,250cu.in.; AMC,258cu.in.maximum). Standard low compression engine only. No cross-breeding of parts that may be interpreted to create a possible performance advantage. Pistons must be dished design only. No flat tops or raised dome pistons allowed. Combined combustion chamber volumes (AMC 81 cc's; Ford 200 70 cc's; Ford 250 90 cc's; Chev 87 cc's; Dodge 78 cc's) to include deck height, compressed head gasket thickness and head combustion chamber volume.
- B. AMC 258 cu. in. with .010 deck clearance and a .040 head gasket (.050 combined) requires 72 cc's in the head (with 20cc dished pistons).
- C. A 200 cu. in. Ford with .040 deck clearance and a .020 head gasket (.060 combined) requires 60 cc's in the head. A 250 cu. in. Ford with .100 deck clearance and a .040 head gasket (.140 combined) requires 66 cc's in the head.
- D. A 250 cu. in. Chev with .040 deck clearance and a .020 head gasket (.060 combined) requires 76 cc's in the head.
- E. A 225 cu. in. Dodge with .040 deck clearance and a .020 head gasket (.060 combined) requires 69.5 cc's in the head.
- F. To find the cc's in the deck clearance or gasket, use the following: AMC - one thousandth equals .181 cc's; Chev - one thousandth equals .193 cc's; Dodge - one thousandth equals .148 cc's; Ford - one thousandth equals .174 cc's.
- G. Engine parts must be stock for model of engine used. Mopar may add to oil pan a maximum of 136 cubic inches (2 litres), a minimum of six inches from the ground.
- H. Only stock single barrel carburetor permitted. Mopar may run stock 2-barrel carburetor. GM cars using integrated heads must use head for single barrel carb only.
- I. Blocks can be bored and refitted with oversize pistons. No blueprinting. The deck may not be planed. Head gasket thickness: minimum .020. 250 cubic inch Ford oil pan may be modified to make installation possible in Fox chassis only.
- J. Camshaft lift, duration and overlap must not be altered from stock. Maximum lift:

Ford (1.6 rockers): 200 cubic inch: 380/380, 250 cubic inch: 392/392

AMC (1.6 rockers): 258 cubic inch: 406/406

Dodge (1.5 rockers): 225 cubic inch: 406/414

GM (1.75 rockers): 250 cubic inch: 388/405

K. Stock three speed automatic transmission for make of car. Must have three gears forward and one gear reverse and be able to be shifted into all gears by the driver in position. Cars must start in neutral or park only.

L. Standard ratio rear end gears for make and model of car. Gear rule: No higher than 2.40:1, no lower than 3.10:1 for all cars. No locked, limited slip or posi rear ends or carriers. No shimming to tighten rear end. Rear end and all suspension parts must be stock type and remain in original location.

M. Compression ratio for all cars maximum 8.5:1 (whistler). 8.7:1 will be declared illegal. All engines must be capable of producing 19" vacuum at normal idle speed.

GAS LINES/FUEL

Gas lines must be metal and must run under floor. Filling station unleaded gasoline only, with no additives. No aviation fuel allowed. Fuel could be subject to testing.

EXHAUST

A single stock sized exhaust pipe must be attached to the stock manifold and remain the same size until it exits. It must exit behind the driver and ahead of the rear wheel.

FUEL PUMP

Only a stock mechanical fuel pump is allowed. No electric fuel pumps.

GRILLE

Grille must be stock production for body used. Mesh may be placed in front of radiator, no larger than radiator opening, attached directly to stock radiator support, and subject to approval of officials. Thunderbirds may use aftermarket rubber front bumper cover subject to approval of officials.

HOOD

Full stock hood, bracing, and hinges must remain. Front latch may be removed and a tie-down or pins used.

GAS TANK

A. Original gas tank must be removed. A smaller tank (Lada recommended) will be installed in trunk, behind the rear firewall, forward as near as possible to the rear axle housing hump, totally concealed from the driver and above the frame rails. No five gallon cans, plastic containers, Jerry cans etc.

B. Filler must be inside trunk. Cars with tank above rear axle hump may have filler in rear windshield opening. Outside fillers must be covered with a metal can, which completely encloses cover.

C. The following gas tank protection is mandatory: Two pipes off the frame at 90 degrees joined by one pipe across the top no higher than the gas tank. A second pipe is allowed between the uprights (not welded to the frame). One brace is allowed from each upright pipe. Braces must be welded to the frame and be toward the front of the car only. They must extend no further forward than 18" from the uprights. None of the gas tank protection can be welded, bolted, or in any way fastened to any other bracing. It may only be fastened to the frame.

D. A fuel cell can be installed. It must be completely enclosed in a 20 gauge (or thicker) steel can. The bottom of the can will be no lower than the top of the frame rails.

TRUNK

Full stock trunk, bracing, and hinges must remain. Floor must remain. Repair of floor O.K. Must follow original contour. A quick hold-down release for fast trunk entry must be devised.

INTERIOR

All interior flammable material (plastic or fabric) must be removed except the front seat. All metal inner panels must be retained and not covered. A fabricated sheet metal dash may be constructed to accommodate gauges. No other fabrication allowed inside driver compartment.

SEATS

Front bench seat is permitted. A passenger car bucket seat or aluminum racing seat may be securely installed. All seats must have backs anchored solidly to the roll bar to prevent backs going forward or backward. A 1/8" thick plate under the drivers' seat and leg area is recommended. It shall be fastened to floor (not sills) only. No boxing.

FIREWALLS

All holes in front and rear firewalls must be covered with metal.

RADIATORS

O.E.M. radiators or stock replacement only. Aluminum radiators must be stock replacement including the plastic tanks. Radiators must fit in stock radiator cradle. Radiator may have two braces toward the rear only to a maximum of 18". Any radiator cradle or support reinforcement must surround the radiator only, and not extend beyond the frame rails. It must be a maximum 1.5" pipe, channel or angle iron. No solid rod. **No antifreeze or other cooling additives allowed. Water only.**

BATTERY

The battery must be securely fastened and can be located anywhere ahead of the front firewall and under hood.

ROLL BARS AND DOOR PROTECTION

A. Roll bar will consist of a single hoop (minimum 1.66" diameter, .090 thickness) directly behind the driver running from one side of the car to the other, welded to the inner rocker panels on both sides. A one-foot square steel plate, 1/4" thick, will be welded to the cross pipe (roof bar) and four carriage bolts will bolt the roll bar to the roof of the car.

B. Roll bar must have one cross pipe welded from side to side at shoulder level with driver in position. Seat must be securely attached to roll bar to prevent forward or backward pitching. Crossbar can extend to outside edges of car but must not be tied in any way to the outside of the car. A second crossbar can be fastened to each upright and must be within 2" of the drive shaft tunnel but not attached to anything but the uprights. Two rear brace bars may be installed from top of roll bar to top of rear kick (maximum height), not beyond rear kick. No other bracing or support devices of any kind can be attached to the roll bar.

C. An additional hoop may be installed following the windshield pillars and the top of the windshield with one tie bar from side to side above the steering column and below the windshield. It must be bolted to the roof and welded to the original roll bar only with one tie bar on either side from the bottom of the windshield back on an angle to the base of the rear hoop.

D. A sheet of 1/4" steel plate will be installed on the outside of the drivers door, extended a minimum of one foot ahead and behind the door and bolted through the door frames with carriage bolts.

E. A four point roll cage made of seamless 1.66" diameter .095 wall thickness roll bars is optional for 2009. The roll cage shall consist of 4 (four) vertical upright bars connected at the top on all sides. A shoulder height crossbar must support the rear vertical uprights. 3 (three) horizontal bars are required on the left side door area and 2 (two) on the right side. (These are minimum numbers). A bar at dash height across the front

uprights is recommended. Bars may be mounted to the rear edge of the top halo and extend to the rear strut towers. 1/8th steel plates or other approved method must be used to mount to the cage to the body. Roll cage must run the full width of the frame, rocker panel to rocker panel. Cars with this roll cage are not required to use the exterior doorplate. Inner door panels may be cut out to fit roll cage door bars. *see example below



MIRRORS

One stock inside mirror only maximum glass area of 24 sq. in. measured at the widest points. No concave or convex mirrors. No exterior mirrors.

BRAKES

Car must have four wheel brakes.

SHOCKS

Only one stock replacement O.E.M. shock or strut per wheel attached to stock brackets.

ELECTRICAL

Starting and charging systems must be operational.

SAFETY

A. Seat belts must be worn whenever car is on race track. Belts must be in good condition and not less than 1-1/2 inches wide. A lap belt and two shoulder belts are required.

B. Lap belts must be bolted to original seat belt mounts. Shoulder belts must be fastened to the roll bar at shoulder height. A four point harness is recommended. No inertia reels. All belts must have seat belt mounts. 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.

C. Helmets must be worn whenever car is on race track. **Full faced helmets are mandatory.** Recommend Snell approval. Half helmets or skull caps are not permitted. Helmets must be free of cracks and must accompany car at time of inspection.

D. **Helmet supporting neck collars are recommended.**

E. A securely mounted, easily removed (quick release) fire extinguisher is required, within easy reach of the driver. It must have a recharge slip dated no earlier than January first of the current year, or an unbroken seal.

F. Window nets with a properly working quick release mounted at the top are mandatory.

G. Drivers suits or one piece cotton coveralls with long sleeves are mandatory.

TIRES AND WHEELS

A. 14 inch 70 or 75 series radial tires only. All tires must have been intended for normal highway use as a passenger car/very light truck original or replacement tire and must be readily available to the general public. "P" Type tires only. No LT Series tires or anything other than "P" type allowed. Any 75 series metric tire size up to P225-75 X 14 may be used. Ford/AMC may use 70 series metric tire size up to P205-70 X 14. G.M. may use 70 series metric tire size up to P215-70 X 14. All four tires must be same identical size. Sizes must be readable.

B. Stock passenger steel wheels (unmodified) only. Wheels may be rewelded over existing welds. No change to wheel configuration, offset, or width allowed. Maximum width 6" measured bead seat to bead seat. Ford maximum 5.5" wheels. All wheels must be the same width. Aftermarket nuts are recommended on both front wheels. No chrome reverse or Mag wheels permitted.

C. SCOTIA SPEEDWORLD reserves the right to define tire size, structure, and compound with respect to availability to all competitors for all events.

D. No chemical treating of tires (i.e. Compound Altering / Tire Softening). Tires will be subject to durometer testing. Failure to comply will lead to penalties/suspension.

NUMBERS

Anyone requesting a number should call Rob Bowness at 864-1256 weekdays between 7:00 p.m. and 10:00 p.m. Numbers must be 24" high on both doors and roof, and readable from the grandstands. Recommend white numbers on a dark surface or black on white, or dayglow. No gold, silver, gray, metalflake or trick numbers allowed. Also require a 6" white number on the top passenger side corner of the windshield. Any numbers deemed difficult to score by the officials, the driver will be informed and expected to make necessary changes. Failure to do so could result in a refusal by officials to honor any scoring concerns about the effected car.

GAUGES

Oil and water temperature gauges, and a charging meter only. A non-flashing engine light that is on when car is running allowed. No tachometers.

WEIGHT

No added weight or ballast allowed.

USED PARTS

Any parts that have to be replaced will be used parts only at the discretion of the officials. No new parts except for steering, brakes, shocks and engine components. All parts must be O.E.M. No high performance parts.

CLAIM RULE

- A. The track has the right to claim any car at any time. One driver cannot claim another drivers' car. The intent of the claim rule is to prevent an individual from deliberately increasing the cost to compete.
- B. The entire amount of \$250 or \$750 in cash (Canadian) shall be paid directly to the driver of the car being claimed.
- C. Claim does not include: fire extinguisher, seat belts, battery, wheel nuts, radiator, tires and wheels.
- D. Claim does include: entire car (or engine) as it came off the racetrack, except for the items listed in (B) above.
- E. Refusal to sell forfeits all cash and contingency winnings for that event, any trophies earned that day, plus all points earned that season to date, and a fine equal to the amount of the claim must be paid before the driver or car races at any future Scotia Speedworld event in any division.
- F. Refusal to sell also imposes a 14 day or two-event suspension from competition at Scotia Speedworld, whichever is the greater.
- G. Reinstatement will be considered, as time permits, following an application in writing, after the suspension period above, by the claimer who refused the claim. Certain conditions could be required as part of the reinstatement.

Technical Questions

- ***Competitors can contact Lawrence Hopper at 456-2489 for any technical questions.***

