

Scotia Speedworld Sportsman Rules 2010

Note: *2010 Rules changes are bold and italic*

Car Models

- North American rear wheel drive cars with front engines and full frames (excluding Mopar) allowed.
- No front or four-wheel drive vehicles allowed. No station wagons, trucks, convertibles. No Mustangs, Barracudas, Camaros, Challengers, Firebirds or similarly designed cars allowed.
- 108" minimum wheel base (factory specifications) with not more than 1" difference (plus or minus) from side to side.
- Some cars not meeting these specifications may be allowed. Weight penalties or other adjustments may be required.

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 centered on the driveline 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 center 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 drivers 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

- Suspension and running gear must be stock OEM for the year and make of chassis. Police cars, taxis, etc. must conform to regular passenger car specifications. This includes rotors, brakes, spindles, control arms, trailing arms, steering components, etc., unless otherwise specified. GM Metric chassis may use a Port City aftermarket upper control arm part # 100-060820LH and 100-060800RH, complete with ball joint # 109-K6136, with steel bushings. Mounts must not be moved or reconfigured. No offset shaft is allowed with aftermarket upper control arm.
- Factory production, complete 1973 or newer parallel American passenger car frames only. No Jeep, Bronco, pick-up truck, four-wheel drive or similarly designed frames allowed. Allowable frames include 1973 - 1977 G.M. 112" (e.g. Chevelle), 1978 - up G.M. 108" (e.g. Malibu), 1978 - up G.M. 114" (Impala), Ford Crown Victoria 114" (80's and 90's), Mopar 110" (e.g. Aspen) or 108" (e.g. Dart). Recommend Mopar use G.M. metric chassis.
- Minimum wheel base 108" (factory specifications), with not more than 1" difference side to side. No front clip or tube-type frames allowed.
- 112" & 114" chassis may be shortened to 108".
- Driver must inform officials which frame he is using.
- Maximum tread width (measured outside of one wheel to outside opposite wheel at spindle height) 78 inches.
- No Camaro frames or parts.
- Frames may not be widened, narrowed, lengthened, shortened or notched. Stock wheelbase only. 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. Cars with sub-frames must join the front and rear clips. However, both clips must remain and must maintain their OEM measurements, mounts and pick-up points. Frames must be full and complete on both sides to the front of the suspension and steering components.
- Minimum frame height of 4", measured at the frame rails. Metric chassis minimum 6" frame height.
- Rear of frame may not be altered (Coil for coil and leaf for leaf must remain)

- Stock rear frame arch (kick-up) must remain and maintain its original arch, mounts and pick-up points.
- Stock rear cross member (at rear end housing) must remain in original location on frame and utilize original pick-up points.
- The rear of the frame behind the rear axle may be reinforced or replaced for bumper support.
- Leaf spring cars that replace the rear of the frame must remain stock width at rear spring hanger mounting points.
- Cars with rear leaf springs must use original pivot points with stock rubbers on front of springs.
- Lowering blocks are okay.
- Jacking bolts are allowed. On rear leaf frames, jacking bolts can be at rear of leaf only.
- No fiberglass or plastic leaf springs 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.
- Rear OEM trailing arms and front of leaf springs must remain in stock position on frame.
- Rubber bushings only.
- No coil-over shocks allowed. No homemade coil over allowed anywhere on racecar. 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):
 - General Motors/Mopar
 - 108" wheelbase – (G.M.) notch may be cut for fuel pump and exhaust front flange bolts. (Mopar) notches may be cut for manifolds. 112" wheelbase - no notching is required to obtain the 84% rule.
 - Ford
 - 114" wheelbase - notch may be cut under oil pan for oil pump clearance only.
- 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.
- No excessive lightening or drilling. Weight penalties could apply.
- Front and rear suspension and steering components must be uncut OEM for that frame.
- Stock spindles must match 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.
- Upper 'A' Frames must be stock OEM for frame used except GM metric chassis which can replace with aftermarket uppers as described above. They cannot be altered, drilled or moved. 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.
- No lift bars, panhard bars or snubber bars, trailing arms may have rubber bushings on each end only.
- 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 4 degrees(+/-).

Bushings

- All suspension bushings will be rubber only except upper control arms which are allowed rubber or steel.

Aluminum

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

Seat

- Stock bucket seats allowed provided the back is securely fastened to the roll cage. Aluminum racing seats are recommended. No fiberglass seats. Seat bottom and back must be bolted to frame and cage.
- Seat belts should be fastened to the roll cage at shoulder height.
- 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 center of rear housing no less than 25"
- On stock bodied cars, the seat may not be back beyond the door pillar (center post). Back of seat must be bolted to the "X" brace or cross brace of the rear hoop of the roll cage.
- Minimum 8" required between drivers 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 shock per wheel only for a total of four shocks per car.
- AFCO shocks only with the following numbers: 1275FB, 1276FB, 1277FB, and 1278FB. Numbers must be readable. No five-digit (split valve) shocks allowed.

Radiator

- One radiator only and it must be mounted in stock location.
- 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.

Electrical

- Batteries must be securely installed.
- Those installed inside drivers compartment must have a protective covering (i.e.: marine case)
- Starting systems must be operating
- Ignition kill switches must be clearly marked "ON" and "OFF" and should be accessible from both sides of the car.

Brakes

- Brakes must be operating on all four wheels and must lock up for inspection. Rotors and calipers must match frame.
- Rear brakes will be drum type only and must match rear end. OEM aluminum drums O.K.
- OEM brake pedal only. Pedals can be hung from top only.
- Master cylinder (only one, two-line with single push rod) must be located under hood in stock location (On firewall, left side of engine, above frame).
- 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.
- GM Metric Chassis may use the Raybestos Brutestop 727 series drilled rotor. Manufacturer part number BR5064R or BR5064L only. Part numbers must be readable on the hub. No other chassis may use drilled rotors.
- GM Metric chassis may use US Brake part # 9850-6500-AE rotor. The part number must remain readable on the edge of the rotor.

Transmission:

- Only OEM stock production three speed or four speed (steel cased) manual 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.

Engines

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.

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

Stock size hydraulic lifters (no mushroom type) and a hydraulic lifter camshaft with maximum valve lift as follows:

G.M. Intake .390, exhaust .410.

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.

- No mushroom, roller cams or rev kits allowed.
- TRW lifters with C-clips are okay. No solid, anti-pump or Rhoads lifters.
- Valves must not have over zero lash clearance.

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 (NO VORTEC 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.

FORD heads - Maximum intake diameter 1.84", maximum exhaust diameter 1.55". With minimum Combustion Chamber volume of 69cc., and maximum intake runner volume of 125cc., a flat top piston must be used. With minimum combustion chamber volume of 60 cc., and maximum intake runner volume of 140cc., 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 angle milling, port matching, polishing or blueprinting will be allowed.
- Heads may be milled for straightness only.
- Stock rocker arms (or equivalent replacement) with stock ratios (G.M. 1.5, Ford 1.6, Mopar 1.5).
- Jam nuts are allowed. No poly locks.
- Screw-in studs and guide plates are allowed. No additional valve springs.

CRANKSHAFT:

- Only standard steel or cast production design.
- Stroke may not be increased or decreased.
- No lightening or knife edging.
- No aluminum harmonic balancer, harmonic balancer must be stock for OEM engine.

MANIFOLDS:

- Cast iron OEM intake manifolds only. No aluminum or marine manifolds. No porting, polishing, or blueprinting.
- No fabricated intakes. Intake manifold must bolt to head with no modifications to head or manifold.
- Must have stock cast iron exhaust manifold, with maximum outlet size 2" diameter, Headers or a "Block Hugger" header described in "Exhaust".

OIL PAN: Any steel oil pan may be used. A one-inch hole with steel plug is recommended.

WATER PUMP: Stock water pump only.

FUEL PUMP: Mechanical fuel pumps only in stock location. No belt driven fuel pumps.

OILING: OEM oil pump only. No dry sumps. If the oil filter is removed from its original location, it must be remounted in the engine compartment.

TIMING: Stock timing chain (or equivalent replacement). No belts.

STARTER: Stock OEM starter for engine used. No aftermarket starters. No small starters (e.g. Corvette, Toyota).

DISTRIBUTOR: **Only stock distributor**, stock module, and stock type coil allowed. No dual points. No external amplifiers.

CRATE MOTORS

- GM Crate engine # 88958602 will now be allowed for the 2009 season. This engine package has the following competition adjustments and requirements:
- 500 Holley 2brl only
- Fly wheel part # GM 14088650. Or equivalent only, 86-92 Firebird and Camero (25 LBS factory weight)
- Engines must be tagged with Scotia Speedworld seals, unless sealed by another track and cleared by our Tech officials, prior to being allowed into competition. Teams can contact Lawrence Hopper at 456-2489 to arrange getting the engines sealed.

Compression

- Maximum compression ratio of 9.0:1 is set. (Checked by whistler).
- Whistler reading of 9.2:1 will be deemed illegal.

Aspiration

- One two-barrel carburetor only; Holley 4412, 500 CFM maximum.
- Carburetor must remain AS PRODUCED except choke flap can be removed
- Serial numbers must be readable.
- Carb must pass GO/NO-GO test.
- Jets and power valves may be normally interchanged.
- No material may be otherwise added to or removed from the carburetor. Throttle shaft can be spot welded to linkage.
- No air passages below the venturi in carburetor. PVC valve can come out of valve covers only.
- Stock steel air filter housing only. Breather cover must be stock type, steel or aluminum (e.g. Moroso o.k.). No scoops or fresh air boxes. Carburetor must draw air through filter only. No cowl induction.
- Must have two return springs on separate brackets.
- A throttle stop must be devised that will prevent the throttle linkage from going past the point of no return.
- A four-barrel to two-barrel adapter, maximum 1 1/8" thick may be used.
- General Motors and Mopar may have two stock type gaskets, one thick and one thin.
- Carburetors on Fords will fit on stock two-barrel intake, a 1" spacer is allowed.
- No fuel injection. No electric fuel pumps. No belt driven fuel pumps allowed. No aftermarket filters or fuel enhancing units permitted. Basic replacement in-line filter O.K.
- No turbos. No magnetos.

Exhaust

- May have a stock OEM cast iron exhaust manifold with a maximum 2" diameter outlet.
- 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 behind driver, below the floor pan in front of rear wheels. Exhaust must exit under car and it must point down so opening is flush with an imaginary line along bottom of pipe. No angle cuts. No balance tubes. Pipe wrap recommended.
- 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.
- 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. Mild steel headers only. No stainless, chrome, or coated (inside or outside) headers allowed. 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.
- Headers will be allowed but must have primary tubes 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. Exhaust pipe will have a down turn to allow exhaust gases to exit under the car ahead of the rear axle. Headers are to be conventional crossover design only. Example: Schoenfeld 135 headers. No 180 degree or stepped headers allowed.
- Manifolds and headers will remain as produced. No porting, polishing, acid treating, blueprinting, Any indication of grinder marks or acid could render the car illegal. Manifolds and headers are subject to removal for inspection.

Clutch and Flywheel:

- One clutch disc, one pressure plate only allowed. Must be stock production OEM. This includes weight (Clutch and pressure plate minimum - Ford: 20 lb., G.M.: 19 lb., Mopar 26 lb.), size (minimum 10 inch diameter c/w stock springs) and physical appearance.
- Nodular iron flywheel only and must weigh a minimum of 22 lbs. For the purpose of weight, flywheels can have material removed but not added. Total combined weight (no tolerance) for clutch and flywheel O.K (+ or - 2lbs on either piece). Stock thickness required.
- Clutch linkage can be either hydraulic or mechanical. Inspection hole must be drilled in bottom of bell housing unit for inspection viewing.
- A blow proof bell housing or a 1/4" thick steel scatter shield positioned between the floor and bell housing, covering the top part of the bell housing, 180 degrees around is required on all cars.

Rear End

- Locked rear ends are allowed.
- No floating axles. No gun drilled axles.
- Rear end and all suspension parts must be stock type and in original location. Only top control arms may be re-drilled.
- 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.
- Mini locker (piece of pipe joining the two axles) okay.
- Mopar on G.M. chassis must use METRIC rear end.

Gear Ratio

- Maximum gear ratio is 5:83:1 final drive. Standard transmission only and must race in second gear.
- To find ratio (3 speed), multiply rear end gear ratio by transmission ratio (e.g. second gear). Example: rear end gears 3.08 times transmission ratio 1.89 ($3.08 \times 1.89 = 5.8212$), ($3.08 \times 1.84 = 5.6672$), ($3.42 \times 1.68 = 5.7456$). You may run less than 5:83:1 but not more. All gears in transmission must remain same ratio as produced by OEM.
- Cars running "Headers"- maximum gear ratio 5:50:1 final drive.

Fuel and Fuel Tanks

- Safety approved fuel cells are mandatory.
- Fuel cell must be totally encased in a 20 guage (or thicker) steel can.
- All tanks or cells must have a protective hoop assembly at the rear. Hoop (min. 1.75" o.d. 083 thick) will consist of one bar hanging down from each frame rail connected together at the bottom by a horizontal bar or one continuous bar running from frame rail to frame rail in a similar manner. Hoop must be to the bottom of the cell. A top bar must run straight across (between and below) the frame rails and be attached to the two downward bars. A vertical bar will tie the top and bottom bars together halfway between the frame rails. A jacking post not more than 1 1/2" long may extend down from hoop provided it is not below the rear end housing.
- The bottom of all tanks and cells must not be below the rear housing or must have a minimum of 10" ground clearance whichever is the greater. Tanks must be installed behind the rear axle, between the frame rails, fastened to the frame.
- No pressure tanks allowed.
- Filler should be inside trunk. Outside fillers must have check valve in top of tank. Outside vent off the tank must have check valve (G.M. PCV valve is okay).
- All fuel lines must be metal and run under floor.
- Fuel must be unleaded pump gasoline intended for normal highway use. No additives. No nitrous oxide or nitro. No nitrous devices or plumbing allowed. No racing fuel. No aviation fuel. Fuel could be subject to testing.

Steering:

- Steering box must be OEM and must match frame and be mounted in original holes. No fabricated or aftermarket steering components, other than offset shaft.
- Stock OEM power steering must remain and be operating.
- No cutting, welding, and/or relocating pitman arm, steering arm, center link or other steering components.
- No rack and pinion steering. No quickeners.
- In cockpit steering may be modified to suit driver's taste but must be kept on the left side of the cockpit and the right side of the frame. No center steering.
- Steering column must have a collapsible joint or a minimum of two u-joints.

Weight

- Car must weigh a minimum of 3000 lb. after the race, with the driver. Cars with stock OEM exhaust manifolds can weigh a minimum of 2950 lb after the race, with the driver.
- Maximum left side weight 55%. Maximum rear weight 45%.
- 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. Metric cars with weight or any frame or seat structure below frame rails will have a maximum of 53% left side weight and 44% rear weight and could be subject to further restrictions at the discretion of officials.
- Management maintains the right to adjust or further define the weight rule.

Tires and Wheels:

- Wheels must not exceed 10 inches wide and 15 inches high. 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 10425 or 10420 8" treaded tires compound 890.** Scotia Speedworld Ltd. 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.
- 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 aluminium piece. Tires cannot be more than 2" outside the body.
- 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.

Safety

- Helmets are required, must be CSA approved (SNELL 90 recommended), and must be worn at all times car is on track. Helmet must accompany vehicle at time of inspection. Full face helmets are mandatory.
- Helmet supporting neck collars are recommended.
- All competitors must wear fire Suits of a flame retardant nature 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 gloves, shoes and underwear are recommended.
- 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 drivers 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.
- Four-point racing harness is the minimum requirement. Five-point recommended.
- Drive shaft hoop required toward front of driveshaft. Hoop must be constructed of material sufficient to contain the drive shaft in the event of U-joint/driveshaft 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). No mixing makes and/or models.
- All bodies should conform to "Five-Star Short Track Template" dimensions and angles, and may be required to fit templates. Weight penalties, rear spoiler modification/removal, or other adjustments could apply to non-conforming bodies (in the opinion of officials) for their first day of competition. Compliance may be required to continue beyond the first day.
- Front fenders and top of windshield must be kept free for contingency decals.
- Aluminum, fiberglass or steel after market bodies O.K. with rubber front and rear bumpers. No flared-out rear quarters.
- 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, no adjustable spoilers. 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. Primer is not considered paint.
- No body modifications allowed. No external strips 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 car. One lift allowed on car prior to measuring heights.
- Minimum roll cage height to be thirty-nine inches from bottom of frame.
- Minimum height of door bars to be twenty-two and a half inches from bottom of frame.
- Minimum four-inch ride height (Metric chassis - six inches) measured at side frame rails.
- Minimum crankshaft height to be minimum frame height plus seven inches.
- Forty-eight inch 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 (10 inches 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 four inches 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 1/2" 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 may not have any sharp edges exposed.
- 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.

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.
- Numbers can be obtained from **Rob Bowness at 864-1256** weeknights between 7:00 and 10:00 p.m.
- Front and rear snouts should be painted the same color as the car.

Listening Devices

- Scanners or Receivers are mandatory.
- Scanners will only be set to track frequency. Frequency will be posted on the line up board at drivers meeting.
- Scanners will be mounted behind driver's seat.
- No two way communication, listen only.

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.
- A loop of cable or chain to be used for quick pickup is required front and rear (or hinged hood and trunk lid).
- Anything not specified as allowed must be stock.
- No performance or aftermarket speed equipment of any kind is allowed.
- No traction control or similar devices are allowed.
- Stock parts are those manufactured for the normal family sedan, not taxis, police cars, muscle cars or any other special editions.
- 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 catalogue may be allowed.

Visiting Cars

- Cars from other tracks or Series will be allowed to compete at the discretion of officials.
- Visiting competitors not willing to declare and prove their clutch weight meets the Scotia Speedworld requirement will be allowed a maximum final drive of 5.67:1* (see gear ratio rule). Visitors with exhaust other than those described in these rules will be allowed a maximum final drive of 5.30:1* (*subject to review in the interest of fair competition).
- Visiting cars will be allowed a compression ratio of 9.2:1 with a disqualification at 9.4:1 with no penalty.
- Visiting competitors that do not comply with body rules may be required to make adjustments prior to being allowed to enter competition.
- Bodies must meet all "Five Star" rules, measurements, angles, and templates as described in the ABC body program. Standard weight panels only.

Technical Questions

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