



Scotia Speedworld Sportsman Rules - 2025

Note: Major Rule changes are bolded red please read in its entirety.

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.

New for 2025, sportsman cars must report to pre race tech, full of fuel in filler neck, and race tires on the car. The tires must have paper inside with the name and car number.

Transponders are required at all times while on the track, (practice & race conditions).

Transponder location is on the left side, 18" back from the center of the left wheel.

1.CAR MODELS

1.1 - North American rear wheel drive cars with front engines and full frames allowed. (see 3.1.2).

2.ROLL CAGES

2.1 - Materials 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.

2.2 - 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 the frame only, not beyond the outside edge of the frame (side).

2.3 - 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 the driver. Right side bars (instead of door bars) must be no further in toward the 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 the halo on top of the 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 the center of the 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 the cage may be higher than stock hood height.

2.4 - 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.

2.5 - Any bracing not attached to the original frame is subject to approval of officials.

3. FRAMES

3.1 - 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.

3.2 - Factory production, complete 1973 or newer parallel American passenger car frames only. 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),

3.3 - Johnson Chassis frames are permitted. This can be a front clip, rear clip and/or center section.

3.4 - Johnson Chassis frame components must retain Johnson Chassis RFI tag.

3.5 - Minimum wheelbase 108" (factory specifications), with not more than 1" difference side to side.

3.6 - 112" & 114" chassis may be shortened to 108".

3.7 - Any car/driver/owner found altering a Johnson component other than top front control arm mounts will be subject to stiff penalties and possible suspension.

3.8 - Drivers must inform officials which frame they are using.

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

3.10 - No Camaro frames or parts.

3.11 - Frames can have one tubing brace from right front clip to right rear clip, parallel to side rail. No part of the 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.

3.12 - Metric chassis, Large GM and **Ford** must be minimum 6" frame height. No lifts permitted. **Tech officials reserve the right to push front end down to make sure it reflects back to 6"**

3.13 - Stock rear frame arch (kick-up) must remain and maintain its original arch, mounts and pick-up points.

3.14 - Stock rear cross member (at rear end housing) must remain in original location on frame and utilize original pick-up points.

3.15 - The rear of the frame behind the rear axle may be reinforced or replaced for bumper support.

4.SUSPENSION

4.1 - 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 or a 9" front upper control arm Part # 100-06-0900 LH and 100-06-0900 RH or an Allstar aftermarket upper control arm or equivalent. No offset shaft is allowed with the aftermarket upper control arm. (Note: The above ball joint # 109-K6136 is actually longer than stock)

4.1.1 - 8.5 inches + or - 0.5 inches left side

4.1.2 - 8 inches + or - 0.5 inches right side

4.1.3 - Steel arm construction

4.1.4 - Steel cross shaft

4.1.5 - Bushing material is steel.

4.2 - All coil springs must be at least 4 1/2 inches outside diameter.

4.3 - Coil binding is not permitted. Teams will be instructed where to place binding detectors in approved locations, as advised by Tech Official.

4.4 - Rear coil spring pockets can be reinforced or extended to allow for a longer spring.

4.5 - Rear OEM trailing arms must remain in stock position on frame.

4.6 - No coil-over shocks allowed. No homemade coil over allowed anywhere on race cars.

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

4.7.1 - General Motors/Mopar, and in stock location.

4.8 - 108" wheelbase – (G.M.) notch may be cut for fuel pump, 112" wheelbase - no notching is required to obtain the 84% rule.

4.9 - Ford 114" wheelbase - notch may be cut under oil pan for oil pump clearance only.

4.10 - Stock spindles or aftermarket that match stock spindle measurements must match the frame. No fabricated spindles. Spindle savers are allowed.

4.11 - **Metric 3 piece Spindle will be allowed in 2025. 3 piece kit 55976. Part #s 55980 spindle, 55978 steering arm and 55981 caliper bracket. It must fit our metric spindle jig.**

4.12 - Bottom 'A' Frames cannot be altered, drilled or moved and must be stock OEM for frame used.

4.13 - Stock GM with no alterations or Johnson Chassis lower control arm with no alterations

4.14 - GM metric and Ford chassis are permitted aftermarket control arms as long as they are steel (no aluminum components) and equal to GM and Ford measurements and ball joint offsets Stock mid-size GM Metric equivalent.

5.Ball Joints

5.1 - Only stock large and small bolt pattern ball joints permitted.

5.2 - Rebuildable ball joints permitted as long as they measure the same as stock.

5.3 - Maximum offset is 1.5 inches.

5.4 - Ball joints must be bolted on top of the control arm (Not under)

5.5 - Any sway bar must be factory stock OEM. Maximum diameter of 1 3/8 inches.

5.6 - Stock sway bars must be secured at OEM original frame location.

5.7 - Pedestal sway bar mounting allowed.

5.8 - No threaded adjusters allowed at frame mounting.

5.9 - The outboard ends of the sway bar must be mounted to the lower control arms in the original OEM position (above the control arm).

5.10 - Spacers and/or adjustable links may be used between the sway bar ends and the lower control arms.

5.11 - No drop limiters or ANY other added components to the front suspension.

5.12 - NO reinforcing. NO cutting, notching and/or re-welding of control arm sides.

5.13 - No lift bars, panhard bars or snubber bars, trailing arms must have solid 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).

5.14 - A stock adjustable center link **and a heim joint** on the outer tie rod end is permitted. An adjustable idler arm may be used.

5.15 - Camber on the left front wheel will not be more than 4.0 degrees (+/-), right front not more than 6 degrees (no tolerance) at ride height.

6.ENGINE LOCATION

6.1 - 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.

6.2 - Maximum 2" setback beyond 84% allowed on Ford and Mopar, except Mopar with G.M. chassis.

6.3 - Minimum crankshaft height will be the frame height plus seven inches. **Eg at 6" ride height this measures 13", if ride height is 7", it measures 14"**

7.BUSHINGS

7.1 - All suspension bushings will be solid rubber or polyurethane, except upper control arms, which must be steel.

8.ALUMINUM

8.1 - 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.

9.SEAT

9.1 - Aluminum racing seats are required. No fiberglass seats. Seat bottom and back must be bolted to the frame and cage.

9.2 - Seat belts should be fastened to the roll cage at shoulder height, per manufacturer's instructions.

9.3 - 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 the seat).

9.4 - Back of the seat near shoulder height area to center of rear housing no less than 25”.

9.5 - On stock bodied cars, the seat may not be back beyond the door pillar (center post). Back of the seat must be bolted to the “X” brace or cross brace of the rear hoop of the roll cage.

9.6 - 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.

10.SHOCKS

10.1 - One shock per wheel only, for a total of four shocks per car.

10.2 - AFco shocks only with the following numbers: 1078, 1275FB, 1276FB, 1277FB, 1278FB, 14775FB, 1475FB, 1477FB and 1478FB. Numbers must be readable.

10.3 - No five-digit (split valve) shocks allowed.

11.RADIATOR

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

11.2 - A working, metal, or plastic, mechanical or electric fan is permitted.

11.3 - No antifreeze or other cooling agents permitted. Water only.

11.4 - Radiator overflow must exit within the engine compartment (overflow can) or onto the right lower corner of the windshield.

11.5 - Hood must cover the radiator without modification.

12.ELECTRICAL

12.1 - Batteries must be securely installed.

12.2 - Starting systems must be operating.

13.BRAKES

13.1 - Brakes must be operating on all four wheels and must lock up for inspection. Rotors and calipers must match the frame.

13.2 - Rear brakes with drums must match the rear end. OEM aluminum drums are permitted.

13.3 - Pedals can be hung from the top or floor only.

13.4 - Master Cylinder (only one, two lines with single pushrod) must be located under the hood and in stock location. (On the footbox, left side of engine, above frame).

13.5 - Caliper brackets must be mounted in a fixed location.

13.6 - Brake ducks, only 2 must be pointed at calipers only.

13.7 - **Four wheel fans will be allowed.**

13.8 - Coleman two-piece hub and rotor are permitted with stock calipers and spindles.

13.9 - Front brake calipers for all frames must be single piston type with the piston no larger than 2 ½”

13.9.1 - Rear disc brakes are permitted. Option 1 is a once piece steel rotor with a minimum diameter of 11½ inches and a 1-inch thickness. No drilling or lightning of rotor. Option 2 is an Allstar rotor and hat system, Part # ALL42019.

13.9.2 - Only stock GM cast steel calipers, with a single steel piston no greater than 2 ½ diameter permitted.

13.9.3 - **Fords equivalent to the GM product is parts #14161067 right front, and #14161068 front left.**

13.9.4 - May be mounted forward or rear of the axle housing.

13.9.5 - No aluminum parts. Must be all steel.

13.9.6 - All parts must be the same size and configuration on both sides.

13.9.7 - Fords are permitted Ford rotors and calipers, as long as they don't exceed the GM specifications. 11 ½ inches minimum and 11 ¾ inch maximum diameter by ¾ inch minimum and 1-inch maximum thick rotor. Single piston caliper with a maximum 2 ½ inch diameter piston. Must be all steel, no aluminum.

13.10 - One proportioning valve is permitted. It can either be installed between front to back brakes or left to right on the front brakes.

13.10.1 - On rear disc brake cars, the bias valve must be to the rear brakes before the line splits into two lines, one to each rear brake.

13.11 - All 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.

13.12 - All chassis may use US Brake/AFCO part # 9850-6500-AE rotor. The part number must remain readable on the edge of the rotor.

14.TRANSMISSION

14.1 - Only OEM stock production three speed or four speed (steel cased) manual transmission will be allowed.

14.2 - No variable ratio transmissions allowed. No five-speed transmissions allowed.

14.3 - Transmission must have all forward gears working and one gear reverse, plus a neutral. Ratios for all gears must be OEM for transmission used.

14.4 - All vehicles must start without being pushed or pulled.

15.ENGINES

15.1 - **GENERAL MOTORS:** 350 cu. in. Chev. with 4.000” bore and 3.480” stroke.

15.2 - **FORD:** 351cu. in. Windsor with 4.000” bore and 3.500” stroke.

15.3 - **MOPAR** 360 cu. in. with 4.000” bore and 3.578” stroke.

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

15.4 - .060 overbore permitted, maximum 365 cubic inches. No Stroker engines.

15.5 - Hydraulic lifter camshaft with maximum valve lift as follows:

15.5.1 - **G.M.** Intake .390, exhaust .410.

15.5.2 - **FORD** - intake .445, exhaust .453.

15.5.3 - **MOPAR** - intake .410, exhaust .410.

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

15.5.5 - Stock size hydraulic lifters (no mushroom type) only.

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

15.5.7 - No mushroom, roller cams or rev kits allowed.

15.5.8 - Valves must not have over zero lash clearance.

16.PISTONS

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

16.2 - Four valve relief pistons are mandatory on G.M.

16.3 - The piston, rings, rod, end cap, rod bolts and bearings will weigh a minimum of 1350 grams as a unit.

16.4 - Pistons cannot come above the block. Deck height of .005" recommended.

16.5 - Stock rods (No 6" GM rods) and pressed wrist pins only. No floating pins. Aftermarket rod bolts and nuts are allowed.

17.HEADS

17.1 - All cylinder heads must be cast iron, OEM (numbers readable) open chambered smog heads (NO VORTEC heads – Except 602 crate engine), with specifications as follows:

17.1.1 - **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.

17.1.2 - **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.

17.1.3 - **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 are allowed. A 50 lb. weight penalty will apply subject to review by officials.)

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

17.3 - 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).

17.3.1 - Stock replacement stainless valves permitted. No swirl polished valves. No titanium valves. Valve stem length, diameter, and keeper group location must be stock.

17.3.2 - Stock steel retainers must be used.

17.3.3 - No angel milling, port matching, polishing or blueprinting is allowed.

17.3.4 - Heads may be milled for straightness only. Stock rocker arms (or equivalent replacement) with stock ratios only (GM 1.5, Ford 1.6, Mopar 1.5)

17.3.5 - Jam nuts are permitted.

17.3.6 - Screw-in studs and guide plates are permitted. No additional valve springs allowed.

18.CRANKSHAFT

18.1 - Only standard steel or cast production design.

18.2 - Stroke may not be increased or decreased.

18.3 - No lightening or knife edging.

18.4 - No aluminum harmonic balancer, harmonic balancer must be stock for the OEM engine.

19.INTAKE MANIFOLDS

19.1 - Per Maritimes rules, for built motors you will be allowed the following Aluminum Intakes. Chevrolet- Edelbrock Performer RPM#7101 or EPS 2701. Ford- Edelbrock Performer RPM # 71881. Mopar Edelbrock Performer RPM # 7176. OEM cast iron manifolds can still be used

19.2 - No fabricated intakes. Intake manifolds must bolt to head with no modifications to head or manifold.

19.3 - Must have stock cast iron exhaust manifold, with maximum outlet size 2" diameter, Headers or a "Block Hugger" header described in "Exhaust".

20.OIL PAN

20.1 - Any steel oil pan may be used. A one-inch hole with a steel plug is recommended.

21.WATER PUMP

21.1 - Stock water pump or aluminum water pump permitted.

22.FUEL PUMP

22.1 - Mechanical fuel pumps only in stock locations.

22.2 - No belt driven fuel pumps permitted.

22.3 - No electric fuel pumps permitted.

23.OILING

23.1 - OEM oil pump only.

23.2 - No dry sumps.

23.3 - If the oil filter is removed from its original location, it must be remounted in the engine compartment.

24.TIMING

24.1 - Stock timing chain (or equivalent replacement). No belts.

25.STARTER

25.1 - Stock OEM starter for engine in use, aftermarket and small starters permitted.

26.DISTRIBUTOR

26.1 - Only stock distributor, stock module, and stock type coil allowed.

26.2 - No dual points.

26.3 - No external amplifiers, except OEM Ford and Chrysler.

27.COMPRESSION

27.1 - Maximum compression ratio of 9.0:1 is set. (Checked by whistler).

27.2 - Whistler reading of 9.2:1 will be deemed illegal.

28.ASPIRATION

28.1 - One two-barrel carburetor only; Holley 4412, 500 CFM maximum.

28.2 - Carburetor must remain AS PRODUCED except choke flap can be removed.

28.3 - Serial numbers must be readable.

28.4 - Carb must pass the GO/NO-GO test using track testing instruments.

28.5 - Jets and power valves may be normally interchanged.

28.6 - No material may be otherwise added to or removed from the carburetor. Throttle shaft can be spot welded to linkage.

28.7 - No air passages below the venturi in the carburetor.

28.8 - PVC valves can come out of valve covers only.

28.9 - Stock metal 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 a filter only. No cowl induction.

28.10 - Must have two throttle return springs on separate brackets.

28.11 - A Longacre (part 32732) throttle stop must be used. Other manufactures of similar throttle stops may be used subject to pre-approval of Tech Official. Contact Craig McFetridge for approval.

28.12 - A four-barrel to two-barrel adapter, maximum 1 1/8" thick may be used.

28.12.1 - A 1 inch straight through, no tapering, no steps, no oval, straight through aluminum spacer is permitted.

28.13 - General Motors and Mopar may have two stock type gaskets, one thick and one thin.

28.14 - Carburetors on Fords will fit on stock two-barrel intake, a 1" spacer is allowed in place of EGR plate.

28.15 - No fuel injection. No electric fuel pumps. No belt driven fuel pumps allowed.

28.16 - No aftermarket filters or fuel enhancing units permitted. Basic replacement in-line filter O.K.

28.17 - No turbos.

28.18 - No magnetos.

29.CRATE ENGINES

29.1 - GM Crate engine # 19258602 (formerly # 88958602) is permitted. This engine package has the following competition adjustments and requirements:

29.1.1 - 500 Holley 2btl only

29.1.2 - Flywheel - GM or equivalent. 86-92 Firebird and Camaro (18 lbs +/- 2.5 lbs) factory weight.

29.1.3 - Stock GM distributor and HEI for the 602 GM Crate engine must be used.

29.2 - Engines must be tagged with Scotia Speedworld seals prior to the racer taking delivery. Teams can contact Craig McFetridge at 902-209-6024 to arrange getting the engines sealed. Engine's can be sealed also by Speedway 660, Petty International Raceway or the Maritime All Star Series. If the engine seal cannot be identified by our tech officials or the above tracks it's the teams responsibility to have the engine resealed by an appropriate official. If an oil pan is damaged and requires replacement you must contact the Technical Director before security bolts are removed. The pan must be replaced with the original part numbered pan that came on the 602 crate engine.

29.3 - ALL CRATE ENGINES MUST REMAIN STOCK AS SHIPPED, TOP TO BOTTOM, FRONT TO REAR. A CRATE ENGINE DEEMED TO BE TAMPERED WITH WILL BE MET WITH A MINIMUM 12 MONTH PENALTY, AND MUST PRESENT AN ENGINE FOR INSPECTION PRIOR TO BEING REINSTATED.

30.EXHAUST

30.1 - Headers are permitted but primary tubes must be no larger than 1-5/8" for the full length of the tube (flange to collector).

30.1.1 - No step tubes allowed.

30.1.2 - Collector must be 3" diameter and be secured to the exhaust pipe (3.5" max. diameter).

30.1.3 - Collector is to remain stock length.

30.1.4 - A "Y" pipe collector is required to adapt into a single exhaust pipe.

30.1.5 - Headers are to be conventional crossover design only. Example: Schoenfeld 135 headers.

30.1.6 - No 180-degree headers permitted.

30.1.7 - No stepped headers permitted.

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

30.2 - A "Block Hugger" header, with maximum 1 5/8" tubes and a 2 1/2" 3-bolt flange, that measures no more than 10" top to bottom, with a maximum outboard measurement of 3 1/4", is allowed. When installed, the header exhaust flange must not be lower than the point where the block and oil pan bolt meet. Exhaust pipe off the header must be 2" o.d. exhaust tubing. The first four inches (maximum) can be used to reduce the exhaust pipe off the header to 2" o.d. maximum. The next 2 feet must be 2" o.d. after which it can go to 2 1/2" for the remainder of the 4 foot minimum described above. The rest of the exhaust will remain the same as the cast iron manifolds.

30.3 - Mufflers are permitted (straight through only), and must be removable for inspection.

30.4 - Exhaust may exit through the right door. Either a two-to-one or two pipe exhaust will be permitted. An exhaust shield must be used so the exhaust pipe does not stick out past the body.

30.5 - Pipe wrap recommended.

30.6 - Headers will remain as produced. No porting, polishing, acid treating, blueprinting is permitted. Any indication of grinder marks or acid could render the car illegal. Manifolds and headers are subject to removal for inspection.

31.CLUTCH AND FLYWHEEL

31.1 - 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.

31.2 - Nodular iron flywheel only and must weigh a minimum of 18 lbs. Flywheels can have material removed but not added. Total combined weight (no tolerance) for clutch and flywheel O.K (+ or - 2.5 lbs on either piece).

31.3 - Clutch linkage can be either hydraulic or mechanical. Inspection holes must be drilled in the bottom of the bell housing unit for inspection viewing.

31.4 - A blow proof bell housing for 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.

31.5 - No solid disc clutches.

32.REAR END

32.1 - Any passenger car rear end may be used.

32.2 - Locked rear ends are allowed.

32.3 - No floating axles. No gun drilled axles.

32.4 - Rear end and all suspension parts must be stock type and in original location.

32.4.1 - Only upper control arms may be re-drilled.

32.4.2 - Rear OEM/Aftermarket trailing arms must remain in stock position on frame and rear end housing.

32.4.3 - No slotted or elongated mounting holes.

32.4.4 - Only one mounting hole allowed at each mounting location.

32.5 - No quick-change rear ends. No Detroit Lockers. No aluminum carriers or spools.

32.6 - Pick up points on rear ends must measure the same as stock.

32.7 - A simple reinforcement brace may be installed under the rear end but must not be any wider than the spring pockets on the housing. See Figure 1. (Page 14)

32.8 - Mini locker (piece of pipe joining the two axles) okay. must be stock in appearance, 10 bolts, all 10 must be installed and be the weight of the original OEM. NO ALUMINUM.

32.9 - All rear end components (carriers etc)

33.REAR GEAR RATIO

33.1 - All gears in transmission must remain the same ratio as produced by the OEM.

33.2 - Maximum gear ratio 5:50:1 final drive.

33.3 - A 1:1 final drive will be allowed as an option, with transmission in high gear.

33.3.1 - This will be achieved with the existing steel cased 3 speed transmission and a final drive is not to exceed 5.50:1. The 3-speed transmission must not have a second gear ratio closer to 1:1 than 1.50:1.

33.3.2 - The rear end may use a solid steel spool or a mini spool.

33.3.3 - Axles must be steel.

33.3.4 - No gun drilled axles allowed.

33.3.5 - All drivetrain components must be steel. A 50 lb penalty will be assessed to the 1:1 final drive option.

34.FUEL AND FUEL TANKS

34.1 - Safety approved fuel cells are mandatory.

34.2 - Fuel cells must be totally encased in a 20-gauge (or thicker) steel can.

34.3 - 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 at 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 ½" long may extend down from the hoop provided it is not below the rear end housing.

34.4 - The bottom of all tanks and cells must have a minimum of 12" ground clearance. Tanks must be installed behind the rear axle, between the frame rails, fastened to the frame.

34.5 - No pressure tanks permitted.

34.6 - A recessed fuel filler MUST be placed on the rear deck at the base of the rear window or the driver's side rear quarter panel.

34.6.1 - A check-valve (flapper) must be used at the top of the tank as well as a check-valve installed in the vent hose which must exit through the rear bumper cover. As the filler is outside the body, you must still have a functioning full width trunk lid.

34.6.2 - This rule is being imposed to prevent a possible fire hazard when refueling the cars on the track or in the pits.

34.7 - An Oberg fuel safety valve (Keyser Part # SV-0828) must be installed in the fuel line to the carburetor, as close to the fuel cell as possible. This is available at Performance Shops locally.

34.8 - All fuel lines must be metal and run under the floor.

34.9 - 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.

35.STEERING

35.1 - Steering box must be OEM and must match the frame and be mounted in original holes. **Eg on a metric car the top steering box bolt is ride height plus 10" and Top idler arm bolt is ride height plus 9 1/2"** No fabricated or aftermarket steering components, other than offset shaft.

35.2 - No cutting, welding, heating and/or relocating the pitman arm, steering arm, center link or other steering components.

35.3 - No rack and pinion steering. No quickeners.

35.4 - In-cockpit steering may be modified to suit the driver's taste but must be kept on the left side of the cockpit and the right side of the frame. No center steering.

35.5 - Steering column must have a collapsible joint or a minimum of two u-joints.

36.WEIGHT

36.1 - Cars with a built motor must weigh a minimum of 2950 2nd gear pre-race, with the driver.

36.2 - Cars with a built motor must weigh a minimum of 3000 lbs in high gear pre-race with the driver in the car.

36.3 - GM Crate engine (602) will weigh 2950 lb. pre-race, with the driver in the car, in 2nd gear.

36.4 - GM Crate engine (602) will weigh 3000 lb pre race, with driver in car in high gear 1:1

36.5 - Any car weighing substantially less than others post-race will be required to fill the fuel cell and be re-weighed.

36.6 - Maximum rear weight 45%.

36.7 - Maximum left side weight 55%.

36.8 - No hydraulic, pneumatic, ratchet, electric, or any other kind of moveable weight devices anywhere in or on the car.

36.9 - Added weight must be securely fastened using a minimum of two half inch bolts with each weight, painted white and have car number on it.

36.10 - No weight or anything else below frame rails.

36.11 - Management maintains the right to adjust or further define the weight rule.

37.TIRES AND WHEELS

37.1 - Tires will be Hoosier Comanche 26.5 8.0-15 & 27.5 8.0 -15. Tech Officials reserve 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.

37.2 - Tires will be subject to durometer testing. Durometer readings under **56** will lead to penalties/suspension.

37.3 - Tires raced at Scotia Speedworld must be purchased from Maritime All Stars Series, Petty International Raceway, Scotia Speedworld, Lake Doucette Motor Speedway, Bud's Speedway or Speedway 660.

37.4 - 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.

37.5 - Minimum half-inch studs recommended.

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

37.7 - **In 2025 the sportsman division will be allowed to use 14 new or used tires.**

37.8 - **On May 17th opening day you can inventory 4 new or used tires, these will be assigned to your car. On Friday June 13th "Shriners Classic" you will be allowed to buy 4 more, this will allow visiting cars to attend without affecting home track cars. Friday August 8th Scotia 100 and 2 more on or after Sept 1st.**

37.9 - **Also on opening day you can register 4 used tires as spares, again serial numbers must be readable. These tires can only be used in race conditions if approved by race officials in the case of a damaged tire.**

37.10 - **Tire serial numbers must remain clear as these will be on your inventory card, and tires will be painted for quick identification. If inside and outside serial numbers become unreadable they may be disallowed.**

37.11 - **No interchanging tires among teams.**

37.12 - **Damaged tires will be dealt with on a team by team basis.**

37.13 - **Durometer rule in 2025 will be a 56, anything less will be a last place finish.**

37.14 - **Teams will NOT get replacement tires if they do not follow the durometer rule.**

38.SAFETY

38.1 - Drivers must wear a SFI fire rated Driving Suit. A two layer or a single layer suit with SFI fire rated underwear is required.

38.2 - Drivers must wear SFI fire rated driver's gloves.

38.3 - Drivers must wear a SFI rated Head & Neck Restraint system.

38.4 - Drivers must wear SFI fire rated driving shoes.

38.5 - Full-face helmets are mandatory. Helmet must be Snell SA or SAH 2015 or newer. No DOT or M rated Helmets.

38.6 - A "kill switch" must be installed in the centre of the dash. This "kill switch" when turned to off position must shut the engine off.

38.7 - A securely fastened, quick release fire extinguisher, with a minimum weight 2.5 lbs, is required within easy reach of the driver with a recharge slip dated no earlier than January first of the current year. Brackett securing the fire extinguisher to the car must be metal. No plastic brackets.

38.8 - Fire suppression systems must meet manufacturer recommendations for refill intervals.

38.9 - Driver's side window net (quick release, properly working top latch) is required.

38.10 - Safety approved fuel cells are mandatory.

38.11 - Batteries must be securely mounted and shielded.

38.12 - Loose objects and/or weights will not be allowed in the driver's compartment (between front and rear hoop).

38.13 - Five-point racing harness is required. Harness must be replaced per manufacturer's recommendation.

38.14 - Drive shaft hoop required toward the front of the 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.

38.15 - Roll bar padding is recommended around the driver. Padding must be SFI-45.1 rated.

39.BODIES, INTERIORS AND AIR DAMS

39.1 - Five Star or AR Bodies ABC bodies are approved for competition, as well as Five Star Next Gen and AR Bodies Revolution. If you have something else it must be approved by a tech official.

39.2 - Camaro, Challenger, Charger and Mustang bodies for the 108 chassis are permitted, must follow AR measurements.

39.3 - 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.

39.4 - Front fenders and top of windshield must be kept free for contingency decals.

39.5 - Aluminum, fiberglass, or steel aftermarket bodies O.K. with rubber front and rear bumpers. No flared-out rear quarters.

39.6 - 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.

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

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

39.9 - 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 the door.

39.10 - 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 the rear deck.

39.11 - Rear deck height may be a maximum of 34.5" off the ground. No adjustable rear quarter panels.

39.12 - Full front windshield required. Must be Lexan or approved safety glass. Top of the front windshield must remain available for the 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).

39.13 - All window pillars should be in place. Painted roll bars are not an acceptable substitute. No additional material may be added in the pillar area.

39.14 - Must have the original grille or be meshed in.

39.15 - Body must be a minimum of 4" from the ground at all points.

39.16 - Must have full steel (min.032" thickness) or aluminum (min.040" thickness) interior.

39.17 - Complete steel firewall (front and rear), floorboards, and area surrounding driver mandatory.

39.18 - A steel plate under the driver's feet and seat is recommended.

39.19 - Aftermarket rubber nose cones must match the body. Rear bumper cover must match the body. Rear bumper covers may not be trimmed, hulled, drilled, or otherwise changed or modified.

39.20 - No wings or ground effects anywhere inside or outside of the car.

39.21 - 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 the bottom of the passenger side window opening, or drop back down with the level of floor on the driver's side.

39.22 - No holes allowed in hood or other body panels other than stock holes. No cowl induction.

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

39.24 - All cars in competition must have a complete paint job. Primer is not considered paint.

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

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

40.MEASUREMENTS

40.1 - All heights will be measured with the driver in the car. Lifts not permitted.

40.2 - Tech officials reserve the right to push down on the nose to see if it returns to ride height on its own.

40.3 - Minimum roll cage height to be thirty-nine inches from bottom of frame.

40.4 - Minimum height of door bars to be twenty-two and a half inches from bottom of frame.

40.5 - Minimum four-inch ride height (Metric chassis - six inches) measured at side frame rails.

40.6 - Minimum crankshaft height to be minimum frame height plus seven inches.

40.7 - Forty-eight-inch (48") roof height (2002 or newer body 47") measured back from the windshield to the ground per Five Star specifications.

40.8 - 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 the rear quarters should not be trimmed to allow the sides of the 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.

40.9 - Rear deck height may be a maximum of 34.5" off the ground. Rear deck length will conform to Five Star specifications.

40.10 - Remaining measurements must conform to Five Star specifications.

40.11 - Minimum ground clearance of all body components is four inches including bumper, bumper covers, and side skirts.

41.RUB RAILS

41.1 - 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.

41.2 - Square or rectangular tubing or round pipe permitted. 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 1/4" X 2" aluminum flat bar with tapered ends. No sharp edges.

41.3 - Plastic rub rails permitted.

41.4 - Rub rails must fit tight with the side of the car (bolted tightly to the 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 or visible through them.

42.BUMPERS

42.1 - Bumpers must be used front and rear.

42.2 - The center of the front bumper must measure between 15" and 17" from the ground.

42.3 - Bumpers will be constructed of maximum 2" tubing and may not have any sharp edges exposed.

42.4 - Rear bumper and brace bars must be sufficient to protect the fuel cell or tank.

42.5 - A cable or chain of sufficient strength to lift the car must be exposed in the center of the front and rear bumpers to allow for quick pick-up. Cars with hinged trunk lids and hoods are exempt.

43.PAINT AND NUMBERS

43.1 - 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. No gray, silver, gold, metal flake or trick numbers.

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

43.3 - Numbers deemed difficult to score, the driver will be notified and any scoring protests by that driver will not be acknowledged.

43.4 - Numbers can be obtained from the administration office 902- 481- 2514, Monday – Friday between the hours of 8:00am and 4:00 pm.

44.LISTENING DEVICES

44.1 - Two-way radio communication is permitted. Teams must always have a spotter monitoring race control OR if no spotter, the driver must have a scanner or race receiver on the race control frequency, patched into the helmet kit at all times.

44.2 - Scanners or Receivers must be used if a two-way radio is not used.

44.3 - Frequency will be posted on the line up board at drivers meeting.

45.MISCELLANEOUS

45.1 - One inside mirror may be used and must be mounted inside the car.

45.2 - One left side mirror, maximum width of 4" at any given point, not to extend beyond the body.

45.3 - Anything not specified as allowed must be stock.

45.4 - No performance or aftermarket speed equipment of any kind is allowed.

45.5 - Previously raced Sportsman cars with bodies of earlier vintage than Five-Star catalogue may be allowed.

45.6 - No traction control or similar devices are allowed.

45.7 - Stock parts are those manufactured for the normal family sedan, not taxis, police cars, muscle cars or any other special editions.

45.8 - Any misinterpretation of the rules will be subject to a final decision by track officials.

45.9 - Track officials may check any car at any time.

46.GAUGES

46.1 - Analog tachometers, water temperature and oil pressure gauges are permitted.

46.2 - Tachometers must be disconnected during heats and feature races.

47.VISITING CARS

47.1 - Cars from other tracks or Series will be allowed to compete at the discretion of officials. Visiting competitors that do not comply with body rules may be required to make adjustments prior to being allowed to enter competition.

47.2 - Bodies must meet all "Five Star" rules, measurements, angles, and templates as described in the ABC body program. Standard weight panels permitted only.

Technical Questions

Competitors can contact Competition Director Craig McFetridge at (902) 209-6024 or at tech@scotiaspeedworld.ca for any technical questions.

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

FIGURE ONE:

9" Non Floater Housing for GM Intermediate Metric Chassis,

A	4"
B	2 1/2"
C	7"
D	
E	18 3/4"
F	21"
G	6 1/8"
H	3 13/16"
I	13"
J	15 1/4"

