

# Rules of The Eastern Ontario Vintage Stock Car Club

## 2012-2013

### **1. BODY – 50’S & 60’S CLASS**

Original American/Canadian made pre 1948 coupes/sedans.

Roofs must be original steel, no fiberglass

No factory manufactured hoods.

No interior tin i.e. no metal between the door panel and the frame. The fuel cell must be visible, although it must be enclosed by 1/16<sup>th</sup> or better metal: door in top to fuel cap straight out the back to body @ 0 degrees no wider than the cage, down the sides to the bottom of the cell of with a metal plate underneath.

No nose cones.

No rear wings.

Valve covers must be visible from the side.

A vintage car must look like a vintage car, correct to the time period it raced in.

### **2. BODY-70’S & 80’S CLASS**

Original American/Canadian made pre 1975 coupes/sedans

Roofs must be original steel, no fiberglass.

Roofs must follow the stock angle of the cage with no more pitch than that of the cage.

No factory manufactured hoods.

No interior tin i.e. no metal between the door panel and the frame. The fuel cell must be visible, although it must be enclosed by 1/16<sup>th</sup> or better metal: door in top to fuel cap straight out the back to body @ 0 degrees no wider than the cage, down the sides to the bottom of the cell with a metal plate underneath.

No rear wings.

Maximum body width may not exceed 62 inches.

Length of body must be equal to half visibility of headers to rear of factory roll cage.

Rear measurement from the rear axle back, may not exceed 48” as per a modified/sportsman car.

Valve covers must be visible from the side.

A vintage car must look like a vintage car, correct to the time period it raced in.

### **3. HOODS**

Hoods are mandatory, but must be homemade, no factory manufactured hoods allowed.

Must cover radiator hose and be compliant with the style of the car.

### **4. BUMPERS**

Front and rear, all classes.

Steel tube type only.

### **5. SEATS**

Must be bolted to the frame.

Fiberglass seats must have a metal frame.

An aluminum seat is recommended.

Headrests are required, unless part of the seat.

### **6. ROCK SCREEN**

Full post-to-post

## **7. MIRRORS**

No mirrors allowed, unless an original part of an original restored vintage car.

## **8. LIGHTS**

Lights allowed on cars.

## **9. PAINT & NUMBERS**

All cars must be properly painted, lettered and numbered before they are allowed to race. The number on the car on the 1<sup>st</sup> night of the season will be the number that will be used by the officials in the tower for the remainder of the season. Should a new driver be behind the wheel the change will be differentiated by the use of an "X" following the original number.

## **10. TIRES**

Any dirt oval track racing tire that is factory stamped no larger than # 92.

## **11. WHEELS**

Steel, aluminum, aluminum bead lock, steel with aluminum bead lock, mag.

## **12. FRAME-50's & 60'S CLASS**

All original, OEM North American (GM, Ford, Chrysler, etc) subject to annual inspection for strength and integrity.

## **13. FRAME-70'S & 80'S CLASS**

Production square tube frames (Bicknell, Teo, Troyer, etc) must be minimum of three (3) years old. Home built square tube frames accepted, subject to annual inspection for strength and integrity.

## **14. ENGINES**

No V6's allowed.

### **Straight 6 50's & 60's Class**

- (a) Flat head V-8 and 6 cylinders in line.
- (b) Unlimited cubic inch displacement.
- (c) Any type cylinder head.
- (d) Any intake manifold.

### **Straight 6 70's & 80's Class**

Six cylinder overhead, inline 6, no overhead cam

- (a) 250ci, 60 over-not to exceed 260 CI 250, 230, 194 crank only
- (b) 240 crank only 232 ci, 60 over-not to exceed 241 CI 232, 199 crank only
- (c) 230 ci, 60 over-not to exceed 240 CI 230, 250, 194 crank only
- (d) 225 ci, 60 over-not to exceed 235 CI 225 crank only
- (e) Stock type-flat top pistons and pop up pistons-dome pistons will be allowed.
- (f) Roller rockers may be used.
- (g) After market rods allowed no aluminum or titanium.
- (h) Any exhaust.
- (i) Any ignition, including magneto and dual point.
- (j) No roller cam or mushroom lifters.
- (k) Base pan-sight plug recommended for inspection purposes only, should be in line with # rod.

### **Straight 6 Carburetion 50's & 60's Class**

Any combination of carburetors allowed.

**Straight 6 Carburetion 70's & 80's Class**

- (a) Any factory OEM single barrel cast iron manifolds only, stock bolt pattern.
- (b) May be ported and polished or two(2) barrel intake, Offenhauser or Clifford. No polishing, no runners to be installed in to intakes.
- (c) May use factory OEM 2 barrel or Holley 500 CFM #4412 2-barrel. Choke plate may be removed. No grinding, polishing or opening of Venturi size.
- (d) No fuel injections, blowers, turbos or electrical fuel pumps.
- (e) No alcohol or nitrous oxide systems.

**V-8 Engines OHV 50's and 60's Class**

- (a) Any North American motor, not to exceed 310 cubic inch piston displacement.
- (b) Re-boring included in 310 cubic inch total.
- (c) Cast iron cylinder heads only.
- (d) Any single carburetor intake manifold allowed. No super chargers allowed.
- (e) No fuel injection systems allowed.
- (f) Any ignition.

**V-8 Engines 70's & 80's Class**

- (a) GM-283, 302, 305, 307, 327, 350, including Sportsman sealed crate engine part #88958602 complete with manifold, use of adaptor plate to accommodate Holley two(2) barrel carb 555cfm #4412. Once engine has been opened up, must convert to stock cast-iron two(2) barrel manifold. See section (n) for applicable intake rule.
- (b) Ford-289, 302, 351W
- (c) Dodge-318, 340
- (d) Bore size-30, 40 or 60 th over
- (e) Cranks-All cranks must be stock, no grinding, no polishing or knifing
- (f) Rods- Must be stock length. Aftermarket allowed providing it is stock length.
- (g) Pistons-Flat top only, cast or forged.
- (h) Camshaft-Hydraulic or solid ABSOLUTELY NO ROLLERS
- (i) Timing gear and Chain-Stock gear and chain or roller gear and chain/
- (j) ABSOLUTELY NO GEAR DRIVES.
- (k) Heads-All heads to be completely stock, no enlarging of any valves, no grinding, no polishing. Screw in studs may be used or drilling of pinning of studs may be done.
- (l) THE FOLLOWING HEADS ARE NOT ALLOWED-Chevy 492, 292, or Bowtie, Ford 302 Boss or any other manufacturer's performance heads not to be used or any after market performance heads made by Dart, Brownfield, etc.
- (m) Valve Train-Push rods and rockers, any stock or aftermarket push rod or rockers, including rollers may be used providing they meet manufacturer's specification for length and ration. NO REV KITS ALLOWED.
- (n) Intakes-Must be cast-iron only 2 barrel intake. No grinding or polishing allowed.

**V-8 Carburetion 50's & 60's Class OHV**

Any single four barrel carburetor allowed.

**V-8 Carburetion 70's & 80's Class**

- (a) 2 barrel Holley 500 DFM #4412. Choke plate can be removed.

- (b) No grinding, polishing or opening of Venturi size.
- (c) No fuel injection, blowers, turbos or electrical fuel pumps.
- (d) No alcohol or nitrous oxide.
- (e) NO CUTTING, GRINDING, POLISHING OR SPACER PLATES ALLOWED, OTHER THAN ADAPTOR PLATE FOR 500 HOLLEY 2 BARREL INTAKE.
- (f) Ignition-Any type ignition allowed.
- (g) Exhaust System-headers or exhaust manifold.

#### **15. SUSPENSION REAR AXLE- 50's & 60's Class**

Leaf spring only.

No torsion bars.

No new type revalvable shocks, including nitrogen.

No inside the car suspension adjustments of any kind.

#### **16. SUSPENSION REAR AXLE 70'S & 80'S CLASS**

Coil over only-one coil and shock per corner.

No torsion bars. SPOILER LEXAN..prostock.....height from ground frame ?

No new type revalvable shocks, including nitrogen.

No inside the car suspension adjustments of any kind.

#### **17. SUSPENSION FRONT AXLE-ALL CLASSES**

An axle or A-frame.

Any combination of shocks, coil overs or springs...one coil, one shock per corner.

No new type revalvable shocks, including nitrogen.

No torsion bars.

#### **18. STARTING**

Car must be self starting with operating clutch able to pull away and back up with engine running.

#### **19. TRANSMISSION**

American made standard or automatic shift.

Must have forward and reverse gears.

May use internal clutch transmission such as Hager, Brinn, Bert.

#### **20. REAR ENDS**

American made car or truck rear ends.

Quick change rears permitted. (No big offsets)

#### **21. DRIVE SHAFT**

No drive shaft exposed to driver's compartment.

Drive shaft loop required. Drive shaft must be painted white.

#### **22. FUEL CELL**

Fully enclosed in sheet metal, 1/16<sup>th</sup> inch thick or larger steel plate under fuel cell.

Must have tip over valves and secure fitting filler caps.

#### **23. GAS**

gas not more than 116 octane.

No gas additives.

No octane boosting additives.

#### **24. WEIGHT**

Cars must weigh their minimum 2500 lbs with driver, directly after the race.

Top three(3) finish in the feature to be scaled.

Additional cars may be required to scale at the discretion of the officials and/or Directors.

Any car not conforming will be subject to disqualification.

The weight rule will be strictly enforced; a significant discrepancy in the weight of the car and the legal weight will be considered cheating and thus subject to discipline according to rule #37.

#### **25. ROLL CAGE**

Must be made from .0125 wall seamless 1 ½” half pipe (no smaller) or 95 wall seamless 1 ¾” pipe.

Crash guards must be made of 90 wall or greater 1 ½” pipe.

Homemade frames must have three (3) sidebars with gussets and up-rights.

If a frame manufactured for racing (e.g. rail frame) is used, gussets are not required and the frame may be the 3<sup>rd</sup> rail.

Padding is required and at all points where helmet may make contact. Padding must not be pipe insulation.

#### **26. ROLL BAR PADDING**

Roll bar padding is mandatory on any bar that head, legs or arms may hit.

Padding on anything that the driver may come in contact with is highly recommended.

#### **27. BATTERY**

The battery must be securely mounted to protect driver and fuel tank.

#### **28. KILL SWITCH**

Labeled (on/off), to be painted red and must be accessible for driver.

#### **29. BRAKES**

Working brakes must be on all four(4) wheels. No shut-off valves allowed.

#### **30. FUEL SHUT OFF**

Must be labeled (open/closed), be painted red and be accessible to the driver.

No rubber hoses in the cockpit. Steel or braided lines only. No electric fuel pumps.

#### **31. FIRE WALLS**

No large holes or large amount of small holes used to lighten car.

Drivers compartment must be separate from motor.

#### **32. SCATTER SHIELD**

Over bell housing or safety bell housing on cars using flywheels.

#### **33. FIRE EXTINGUISHERS**

Each car must have a fully charged fire extinguisher in the pit area.

#### **34. MANDATORY SAFETY ITEMS—DRIVER’S SAFETY IS VITAL**

- Belts, 5 pt. Harness, 3” lap belt and 3” shoulder harness attached to chassis, not more than five(5) years old at the beginning of the current racing season.

- Approved racing gloves, shoes, driver's suit and SA 95 helmet.
- Fire resistant underwear and neck collar.
- One way radio is mandatory.
- Arm restraint highly recommended.

### **35. TECHNICAL INSPECTION**

All rules will be interpreted by Directors/track officials and not by the drivers/owners.

Speedway track officials and or Directors have the right to check any car at any time for safety/technical inspections.

Any/all decisions of inspectors are considered final.

The Speedway track officials and/or Directors have the right to reject any entry at any time.

When being inspected, maximum two (2) persons per car in inspection area.  
rear starting position.

### **36. DRIVER REGISTRATION**

All drivers must be registered to participate in all races.

It is the driver's responsibility to make sure they are registered.

### **37. DUES AND NEW MEMBERS**

A visitor may race with the club on one occasion with any type of vintage car without joining the club.

All new members will be placed on a three(3) race probation period; should their conduct not fall within the parameters of the clubs codes of conduct, (see rule #40) they will be no longer be able to race with this club and will forfeit all dues paid.

Only club members will receive club points.

Car owner/driver registration is \$85.00 per/year to be paid before the 2<sup>nd</sup> race of the season. After the 1<sup>st</sup> race a car cannot race until the dues are paid.

Fees include one membership card which must be shown upon entrance into other tracks, should they request it.

Only paid members will have the privilege of suggesting rule changes and voting at membership meetings.

### **38. LINEUPS**

Lineups will be determined by drawing for position.

Heats will be run in the order of the draw.

Feature will run in reverse order with the exception of the previous feature winner.

Feature winners will draw for heat position, but will not draw for feature position for the remainder of the season

Feature winners will start the next feature at the rear, ahead of the rookies and those who ask to start at the back: cars will move up as the season progresses as the latest feature winner will be further to the rear.

If you are moving to the rear of the field, you must let the person doing the lineups know before the lineups are posted.

A guest driver from another club will be allowed to draw if they have more than one season of racing experience.

Heat and feature lineups will be posted on the whiteboard in front of the pit area canteen; it is the responsibility of the driver to know where they start.

### **39. DRIVER ABILITY**

Any driver who continually gets into trouble without good cause or appears unable to handle his car will be counseled at the discretion of the Directors and only allowed to compete at a level and in a manner determined by the Directors until an improvement is noted.

#### **40. ROOKIE DRIVERS**

The EOVS CC defines a rookie as a novice driver with less than one season of racing experience. As determined by the Directors and/or track officials, a rookie will be required to start a MINIMUM of three (3) complete races at the rear of the field.

#### **41. LEVEL PLAYING FIELD**

After a 2<sup>nd</sup> feature win the Directors will rule, by vote, on installing a restrictor plate, adding more weight, changing the gear ratio or tire stagger.

We are looking for good competition, not domination.

#### **42. TRACK STARTER**

The Starter has complete charge of the track.

Drivers shall comply with the starter's command, whether given verbally, by hand signal or by flag.

#### **43. GENERAL CONDUCT**

No owner/driver/pit crew shall conduct themselves in a manner that is seen as not being in the best interest of the EOVS CC.

No owner/driver/pit crew shall use abusive or threatening language, threaten bodily harm or equipment damage when addressing another driver/owner, track official, Director or subject such persons to unwanted physical contact or verbal/written harassment.

Aggressive driving will not be tolerated.

Any driver shall not, while racing, commit unnecessary contact, harassment or use any driving tactic, whether intentional or not, that is considered dangerous by the Starter, Pit Steward, track officials and/or Directors.

Should any owner/driver/pit crew contravene the above rules, they will be subject to a loss of points and/or suspension (up to total suspension) at the discretion of the Directors and/or track officials.

You are personally responsible for anybody associated with your car.

The consequences of any of the above actions shall be as follows

1<sup>st</sup> infraction will result in a three (3) race suspension and forfeit of ALL points earned to date, and return on a 3 race probation.

2<sup>nd</sup> infraction will result in a total suspension for the remainder of the season and following season will be under probation.

3<sup>rd</sup> infraction will result in permanent suspension.

Offences are cumulative.

Any driver/owner acting against or in opposition to a decision made by the Directors shall be subject to a loss of points or suspension at the discretion of the Directors.

#### **44. PIT CONDUCT**

Aggression, both physical and verbal in the pits will not be tolerated and will subject to the same consequences as rule # 40.

It is the policy of the Speedway that drinking in the pits is prohibited during any racing event.

You are personally responsible for any person associated with your car.

If you are anyone associated with your car has found to be drinking alcohol, you and your team will be escorted off the premises for the night and could face a possible total suspension of car and crew by the race track officials.

#### **45. CHEATING**

Any driver/car caught cheating the 1<sup>st</sup> time will be moved to the rear of the field for the next two (2) races and forfeit all points to date or trophy.

If caught a 2<sup>nd</sup> time the driver/car will be suspended for the next three (3) races and will start at the rear for the remainder of the season and forfeit all points to date and trophy.

If caught a 3<sup>rd</sup> time the car/driver will be suspended for the remainder of the season and be on probation for the entire next season, if allowed to return at all.

#### **46. MEETINGS**

A membership meeting to elect a new executive will be held at minimum, every two (2) years.

A membership meeting to review the general rules is to held at minimum, every two (2) years and rules are valid until the next review.

Voting will be one vote per driver/owner team, unless both have paid memberships.

The member must be present at the meeting to vote, no proxy voters.

The rules governing general/pit conduct will be reviewed by the Directors on an as need basis and at minimum every two (2) years.

All Directors will be entitled to vote.

October 2011

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