

Chevettes's on Ice Supplemental Regulations (CH) – 2017

MAJOR CHANGE FOR THE 2017+ SEASON: Addition of TSMI 15 blue street studs to Hankook tires.

MAJOR CHANGE FOR THE 2015+ SEASON: Welded / Locked differential is optional.

MINOR CHANGE FOR 2014+ SEASON: DOT equivalent lights may be substituted, Passenger seat can be removed.

MAJOR CHANGE FOR 2013+ SEASON: NEW SPEC TIRE: HANKOOK I-PIKE RC01 (W411), size P155/80R13, available at Canadian Tire

Mission Statement

The class will offer close competition, relatively low vehicle cost, and minimum car preparation effort. The class will develop driving and vehicle preparation skills, while maintaining close competition for both novice and veteran racers alike.

Forward

Auto racing is a dangerous sport.

These regulations are intended to assist in the conduct of Competitions and to further general safety. They are a guide and in no way guarantee against injury or death to participants, spectators or others.

No express or implied warranties of safety or fitness for a particular purpose are intended or result from the publication or compliance with these or any other official regulations. Entering a WCMA/NASCC event constitutes an agreement, without reservation, by any person participating in such event in any capacity, that he or she has read and understands the within Regulations and shall at all times conduct himself or herself in accordance with them.

The marks "Chevette" and "Acadian" are recognized as registered to General Motors Corporation with the United States Trademark and Patent Office.

1 General Specifications

Eligible vehicles are Chevette/Acadian/Scooter/T1000 built between the years of 1976 to 1987. All parts may be interchanged between all years with the exception of specific individual items as outlined elsewhere in these rules.

1.1 Body

The entire body must remain stock, as produced, excluding safety modifications (e.g. Mud flaps, bumper corners, the addition of lights, etc.). The plastic front valence may be removed, as it is subject to breakage in cold weather. Hood is to be secured by at least two hood pins. The factory hood latch must be disabled. Fenders, and doors, may be interchanged between all model years. Rear mud flaps, extending to within 4" from the racing surface are required.

1.2 Steering, Suspension and Brakes

Suspension must retain all factory stock components and not be modified. Factory adjustable components may be adjusted to improve handling (e.g. Caster, Camber, Toe, etc.). Cutting and heating of coil springs to alter ride heights is allowed. Shock absorbers are to be stock, or stock replacement units specific to the models listed (No Racing Shocks Allowed). Brakes must be fully functional and not be modified in any way. Emergency brake must be connected to both rear brake assemblies, and must not influence either rear wheel in favorable manner. Steering rack must be specific to the models listed (no Fiero Racks).

1.3 Interior

Factory driver's seat may be replaced with a racing seat. Interior may be stripped, except for the dash, to aid in roll cage installation. Cutting or removal of interior sheet metal is not allowed. All glass must remain stock and intact (No Lexan). Emergency entry into the rear hatch must be achievable from outside. Passenger seat may be removed but if attending Race School a passenger seat and seatbelt must be retained.

1.4 Transmission

Factory stock 4-spd. Or 5-spd. Manual. Must be operable in all gears. Must retain stock flywheel and clutch assembly. Flywheel may be resurfaced, but not lightened or modified.

Factory stock 3-spd. Automatic. Must be operable in all gears and retain stock torque converter.

1.5 Bumpers

Factory stock bumpers and location must be retained. Factory stock impact absorbers must be retained (not modified or welded). Bumpers may be interchanged between model years. Tow loops are required to both front and rear. Tow loops must be of reasonable size, and easily accessible without protruding beyond the bumper. No trailer hitch devices may protrude beyond the bumper face or interfere with bumper function. Bumper corners must be tied to body panels **or** cleanly capped in order to control bumpers hooking with other vehicles.

1.6 Rear Axle

Must be original equipment only. Ratios between 2.71:1 and 3.8:1. The 4.11:1 ratio (rare) is not allowed. Any traction improving modification is optional. The differential may be locked by any of the following means: Locker, spool, shimming or welding the spider gears.

1.7 Wheels

Factory stock, original equipment, (13" x 4.5") steel wheels must be used (No mag wheels allowed).

1.8 Tires

Spec. Tires only (Hankook I-Pike RC01 (W411) P155-80R13) unless otherwise defined in the sub-regulations. Tires can be fitted with TSMI 15 blue street studs in the designated manufactured locations. No Blizzaks allowed.

1.9 Roll Cage

Western Canada Motorsport Association (WCMA) cage specifications must be followed. A complete spec roll cage must be used. Roll cage must be padded near driver's head, left side and knee region. Spec cage kit is available. A ¼ inch access hole must be drilled in the vertical tube adjacent to the B-pillar.

1.10 Fuel

Readily available pump gasoline only (No Racing Gas or Additives).

1.11 Lights

All Stock lighting, front and rear, must be retained. A rear facing, single amber fog lamp must be mounted at the back of the roof. Two Tail/Brake lights must be mounted above the centerline of the rear hatch window. To be clear, a total of four (4) brake and four (4) tail lights are required. DOT equivalent lights may be substituted and/or added. This includes brake, turn, tail, front and side marker lights. Headlamps can be replaced but must be DOT approved as headlamps.

1.12 Vehicle Ballast

Ballast weight may be added to improve traction and/or handling. Ballast should be located in rear seating area or between rear rails or in spare tire well. Ballast must be securely mounted to vehicle. Ballast must be safe, secure and removable. Concrete is **NOT** an approved method of ballast. Ballast must be behind driver. Securely mounted ballast may be added to the under-side of the vehicle between differential housing and floor providing it does not extend more than 30 cm from the center of the differential to either side and not more than 30 cm forward from the centerline of the rear axle. Ballast type and location is subject to race organizer's approval.

1.13 Battery

Must remain in stock location and be secured with a metal strap or bar, using minimum 5/16" threaded rod or bolts on either side.

1.14 Exhaust System

Must be Factory stock or stock replacement manifold only. Exhaust manifold must remain unmodified (porting and polishing prohibited). Exhaust system must exit to the edge (left, right or rear) of the vehicle body and behind the driver. Any size tubing may be used. A muffler must be used, of any size or make.

1.15 Air Cleaner Assembly

Must be Factory stock or stock replacement only. Air filter element may be eliminated. Aftermarket replacement filter element allowed. Inlet supply hose may be rerouted away from incoming ice and snow. For safety reasons, it is NOT recommended, to route inlet supply into driver's compartment.

1.16 Numbers & Appearance

Must be in accordance with WCMA / NASCC regulations. Generally, bodywork must be completed before showing up to the next event. Failure to maintain bodywork and appearance MAY result in exemption.

1.17 Vehicle Reinforcement

No reinforcement of any type forward of front axle centerline or rearward of rear axle centerline. No reinforcement mounted in any vertical body surface, including any surface covered or enclosed by original body panels. "Self-expanding" foam may be used inside rear vertical panels up to the stock bumper height. A short piece of roll bar tubing may be added to the roll cage by the driver's left leg to reduce the left front wheel intrusion in the event of a hard impact to this area. Tubing shall be anchored to the inner left fender well by a steel plate no larger than 10 cm by 10 cm by 1 cm thick, either by welding or by 4 each 3/8" bolts.

2 Engine Specifications

2.1 Short Block

1400CC/1600 cc factory engine only. Engine recondition allowed within factory specifications (No Performance modifications).

Maximum cylinder overbore 0.040". Deck of cylinder block may not be resurfaced. Lightening of engine components is not permitted. Balancing of rotating assembly is allowed, however one piston, and one connecting rod must remain untouched to ensure that they have not been lightened as a set. Factory oiling system must be retained. Timing belt must remain stock or stock replacement. Timing cover may be removed.

2.2 Cylinder Head

Must be Factory stock cylinder head only. No cylinder head modifications are permitted (No port modifications allowed e.g. polishing, porting, port matching). Cylinder head may be resurfaced, but not beyond minimum spec of 3.550", as measured between head surfaces. Valve job must not extend any deeper than 0.375" below seating angle. Combustion chamber modifications are not allowed. Valves must be stock or stock replacement, and used as supplied, with no back cutting, undercutting, or polishing allowed. Stock or stock replacement valve springs only. Valve spring shimming to correct the spring installed pressure is allowed.

2.3 Camshaft

Must be Factory stock or stock replacement only. Factory stock lift, duration, and lobe separation dimensions only. Camshaft timing may be altered to improve performance.

2.4 Ignition System

Must be Factory stock or stock replacement only. Distributor timing may be recurved.

2.5 Carburetor

Must be Factory stock or stock replacement only. May be interchanged between model years. Carb must carry a factory G.M. part number. Choke assembly, including choke plate may be removed. Modification, machining and/or polishing of venturies is not permitted. Accelerator pump circuits and discharge nozzles may be enlarged. Re-jetting of carburetor to improve performance is allowed. Pollution control equipment may be removed. Base gasket heater may be removed.

2.6 Intake Manifold

Must be Factory stock and remain unmodified. (Polishing, porting, port matching, etc. prohibited.)

3 Practical & Required Modifications

A comprehensive list of common modifications and car preparation tips are available from the class rep(s).

The Chevette regulations are a sub-section of the general Ice Race Rules and Regulations as defined by WCMA and distributed through the local club, NASCC.

These WCMA regulations should be consulted from the WCMA web site and specifically deal with:

- DRIVER ELIGIBILITY:
- VEHICLE ELIGIBILITY
- VEHICLE PREPARATION
- CLASSES
- TIRES AND STUDDING
- DRIVER SAFETY

4 Race Start Procedure

In order to maintain close competition, the starting grid may be fully inverted according to point standings and race finish results. Races are to begin from a standing position. (Standing start).

For Chevette Races, it is expected that the top 6, top 10, top 15, or full class may be inverted. Class size, track design and weather factor in the decision. For a small class size, full inversion is expected. For a class size of greater than 25 cars, a top-N car inversion is expected (N = 6, 10, 15...).

5 Illegal Car Preparation

Warnings or vehicle exemption may result if an illegal performance enhancing modification is found. Vehicle log-books are encouraged to be used for reporting any problem areas. Random technical checks may be expected.