



**Sauble Speedway
9HP JR. Late Model
Rule Book**

DIMENSIONS:

Wheel Base 60" (150 cm)
Track (overall) 46"
Length Body 110" (275cm)
Width 46"
Height 34"
Weight Car Only 480 lbs. (205kg)
Fuel Capacity 1 gal (4.55L)

BODY:

Laminated Fiberglass
Lexan Windows **NO WINDOW TINTING**
Primered or Colour Impregnated gel-coat
Available in Monte Carlo, Charger, Toyota, T-Bird, Impala, and Fusion.
Roof Hatch

ENGINE:

Dyno. Equalized and 2 Seals
Honda GX270
OHV single cylinder
Air Cooled
Displacement 270cc
Bore and Stroke 77 x 58mm
9 hp @ 3600rpm
Clutch-dry / centrifugal or 4 Disc
Gearing-split axle sprocket
Drive-Chain driver
Seals – Crankcase, Head

CHASSIS:

1 1/4" x .095" mild steel tubing or 1" D.O.M Chrome-moly, .085 Tube.
Driver safety cage
Adjustable steering
Adjustable pedals
J car Racing Products chassis only or certified mini cup chassis.

SUSPENSION:

Front – rigid spindle supports with camber / castor / toe adjustment / no ceramic or tapered bearing allowed in front hubs.

Perch style with 3/8 king pin or - bolt on arms with a solid load bolt for adjustment of wedge and camber / caster adjustment.

Rear – 1 ¼ hollow tube no longer than 44” live rear axle with track pre-load adjusters / no ceramic axle bearings allowed

WHEELS AND TIRES:

Wheels – Aluminum 8” x 6”

Tires – Spec. Tires (racing slicks)

American Racer Tires – M32 ONLY

SAFETY:

1 gal. Fuel cell

5 point harness

Driver's window net

Firewall (engine-driver)

OTHER:

Hydraulic disc brake (rear)

Top speed 100kph (estimate)

STEERING:

Rack and pinion 3/8 rod ends

1” Spindles OR ¾ “ ALLOWED

All rod ends must be steel no aluminum. All bolt and nuts must be nylon lock nuts.

AIR CLEANERS:

MANDATORY. Stock, including filters, as supplied with motor. No ram tubes or ducting allowed.

Stock air cover not required. .

APPEARANCE:

Racecars participating in racing events must be presentable in appearance at all times. Tech Officials may reject cars that are considered improperly prepared at any time.

BATTERY:

Must be anchored securely and separated from the driver compartment by the firewall.

BODY:

Fiberglass bodies produced by Bee Racing Products or Performance Fiberglass in unaltered form may be used.

BODY AND APPEARANCE:

Body must be straight, sound, stock appearing and in stock position on frame. Alterations or customizing to gain any advantage is prohibited. Original wheel arches must be retained.

Original body seams must be retained. No hood pins or fastenings devices out-side of body.

Lexan rub rails allowed, 11/4” (out max) must be within wheel track- 46” MAX.

Cars will not be permitted on the racing surface for practice or races without the car body in place and secure. In the event of an on track incident where body panels are lost, JCAR Officials reserve the right to disallow a car from continuing to compete if they feel there is a safety concern. The front bumper, hood and windshield must be on the car to continue (shielding the driver from outside debris).

In the event a car starts a race missing body panels, it is the responsibility of the team to ensure the car is legal before and after the race. i.e. meets minimum weight requirements for the division being competed in.

Rear spoilers allowed no larger than 4" x 34" aluminum.

Rear bumper fiberglass height 10" to ground at 34" roof height

Front Nose height and frame 1 inch ground clearance

BRAKES:

Hydraulic brakes on rear "NO" front brakes. Brakes on each car will be tested for pedal "feel". Drill rotors are allowed for cooling, 6" to 10" rotor allowed. Floater hubs allowed only on brake rotor.

BUMPERS:

External bumpers are prohibited. Max size 1"x 095 wall, 1 -Rear, 2 -Front.

CHASSIS:

All chassis parts are to be stock with NO modifying. Alignment may be adjusted i.e. caster, camber and toe-in. Minimum ride height of 1" frame and body to ground.

CLUTCH:

Engagement springs may be changed. No other modifications.

North American 3pad or Brutus 4pad (15 tooth MANDATORY) Dry sintrifical clutches only.

Horstman 4 disc 15 tooth allowed.

DRIVE-LINE:

Drive axle sprocket may be changed to acquire desired gearing. Chain length may be altered accordingly. Axle C-Clip on each end. Axle 1 1/4" dia. Steel no longer than 44". No floating drive hubs allowed both key way must be in at all times.

EXHAUST SYSTEM:

Exhaust header, as supplied with car, must be retained unaltered.

Pipe size 1" or 1 1/4" od x no shorter than 24" to 26" long to end of muffler with no stepping in exhaust.

NO modifications. All exhaust connections must be sealed i.e. No exhaust leaks. NO wrapping of exhaust pipes. Temperature sensors not permitted in the exhaust system.

R.V.L muffler mandatory. Part # BRK-6011 Round hole end with all 3 baffel plates unaltered.

FIREWALL:

Rear firewall must be original and in original location with all holes filled.

FUEL PUMP:

No electric fuel pumps.

Vacuum fuel pump only

FUEL:

Commercially available pump gas or approved racing fuel allowed. NO straight Alcohol or Methanol allowed. Some pump fuel contains 8% alcohol or additives are ok.

FLOOR:

Floor must be 22 gauge steel, or bolt in 3/16 aluminum. plate complete and in original position.

Rear firewall must be 22 gauge steel only. New for 2010 a steel 1/8" or bolted in 3/16 aluminum. floor plate under driver's seat (BOLT IN) (MANDATORY) a 3/16 aluminum. Plate can be used from front of seat to nose of car for petals to bolt to.

DUCTING:

No ducting through firewall allowed. No ducting to carb. Allowed - Ducting to head or clutch will be allowed only off bottom of car or rear side window.

FUEL CELL:

Plastic 1-gallon fuel cell only. Must remain securely mounted in fuel cell bracket. Car will be disallowed from competition if there are any fuel leaks. DO NOT re-fuel with driver in car and/or engine running.

GRILLE:

Grille area must remain sealed.

HOOD:

Hood pins must be used. Fiberglass hoods ONLY. Must remain stock as supplied.

NOSE:

Older design chassis to newer chassis are allowed to run ground effects on nose and rocker panels. 1" ground clearance minimum.

IGNITION:

Ignition "kill" switch must be mounted in such a manner that the engine can be turned off from outside of the car in the event of an emergency. Ignition switch must be labeled.

INTERIOR:

All metal interior panels must be retained and be 22 gauge steel rear firewall and floor. Must have front wheel wells, Fiberglass or aluminum.

INSTRUMENTS:

Optional tachometer/heat gauge allowed only. (No weather stations)

MIRRORS:

Not Allowed.

PAINT AND LETTERING:

All cars must be neatly and brightly painted. Numbers, assigned by the track, must be painted (or decaled) on both sides of the car and roof (readable from right side) in a color offering distinct contrast to color of car. Numbers must be minimum of 12" high and 3" wide. Numbers must be legible (subject to approval of Head Scorer). NO "trick" lettering. No gold chrome or silver but day glow is fine.

NOTE: Both front fenders (considered being from nose of car to the number on the door) and windshield banner shall be completely free of lettering or decals. JCAR retains the right to specify type, size and location of all decals on front fenders and windshield.

PEDAL ASSEMBLY:

Location may be altered to suit driver. Steel kart pedal or aluminum. A.R.C. Assembly allowed.

ROLL BARS:

Any roll cage repairs must be made with 1 1/4" O.D. x .095" tubing. NO modifications to original roll cage.

NOTE: Mini cup chassis use 1" o.d. x .085 d.o.m.

SAFETY BELTS & HARNESS:

A quick release 5-point belt of no less than 2" in width in good condition is MANDATORY. Belts must be securely fastened to the chassis by means of suitable reinforced mounting. Belts older than 3 years past the date of manufacture MUST be replaced. Two window nets are mandatory. (Left and right side), or right side window removable from outside of car with no tools.

SAFETY HELMET & APPAREL:

HELMET - Minimum Snell rated full-face helmet with eye shield required. (SA2010 or newer mandatory)

DRIVER SUIT – 1 or 2 piece, full body, single layer Proban or Nomex required. (SFI rating mandatory) ABSOLUTELY NO NYLON OR OTHER FLAMABLE MATERIAL

FOOTWEAR – Full leather upper shoe or Nomex driving shoe required.

BALACLAVA – Nomex balaclava strongly recommended

NECK COLLAR – Nomex neck collar are not allowed

ARM RESTRAINTS – Recommended

SOCKS – Nomex socks strongly recommended

GLOVES – Single layer Nomex glove or full leather glove mandatory

HEAD AND NECK RESTRAINTS- (Are mandatory for 2018) HANS or Nex-Jen

NOTE: If running head and neck restraints (HANS) is worn. You do not need neck collar. If using a HANS both head support are MANDATORY.

SEATS:

A bucket seat is mandatory and must be securely bolted to the roll cage and/or frame with 4 bolts.

WEIGHT:

Minimum weight requirements will be determined at the beginning of the season. Cars will be weighed with the driver. Jr-6-12 580 lbs. Sr. 12-16- 630 lbs.

WEIGHT LOCATION:

55% left side percentage. No front to rear rule.

Weight must be securely bolted between outer frame rails and behind front axle and a head of rear axle centers. With a welded in bracket with 2 bolts and painted white with your number on it. Do not bolt to tin floor only.

WHEELS:

1 piece steel 8" x 6" or aluminum 8" x 6", - Blue .125, Black.160, Red .190 thick (6061 aluminum.), NO LIGHTWEIGHT. Same offset wheels must be used from left side to right side and front to back. Spacers will be considered part of the wheel and will be measured as such. Aluminum wheels must be made by Douglas. Spacers on spindle don't have to match side to side.

WHEELBASE / TREAD WIDTH:

All cars must retain a stock wheelbase and tread width. The variance that will be allowed, 60" + or - 1/2" between both sides max. wheelbase – tread width 46" outside of tire at spindle height. Lexan rub rails must be inside tread width.

WINDSHIELD / WINDOWS:

Windshield, rear window, opera windows and firewall window must be retained. Minimum 1/8" Lexan must be used. NO unapproved marking on windshield. (This includes drivers name, manufacturer identification, etc.)

OLD STYLE ENGINE SPECIFICATIONS

Block may be bored to the three oversizes available from Honda, .25mm, .50mm, .75mm

Piston dish must be a minimum of .037"

Piston may be a maximum of .003" above deck

Stock Honda rings must be used and installed properly

Any ring gap is allowed

Stroke shall be 58mm or 2.287" maximum

Stock or .010" undersize rods allowed
Any heat range spark plug as long as the reach is stock
Stock valves and keepers, satellite EX allowed
Valves may be refaced
Any heat range spark plug as long as the reach is stock and stock gasket.
Stock valves and keepers, satellite EX allowed
Any valve spring permitted
9HP carb. Stock Jet and emulsion tube allowed only NO jets larger than 92 allowed NO
MODIFIED CARBS.
Minimum head cc is 26.
3 angle valve jobs allowed.
Cylinder head thickness from deck surface to valve cover surface is 3.730: minimum.
Head gasket is composition .042" minimum.
Any flywheel air gap permitted.
Stock GX 270 flywheel and locating key.
Carb throttle bore .792" maximum.
Carb venturi .635" no go.
Any vacuum operated fuel pump.
Any camshaft timing allowed.
NO metal removed or added to the camshaft
Cam lobe height intake 1.240" minimum – 1.265" maximum.
Cam lobe height exhaust 1.240" minimum – 1.263" maximum.
Maximum lift at intake valve .280".
Camshaft may not have lobe separation angle changed from stock angle.
NO porting, NO polishing, NO deburring, NO matching Seals (head, crankcase) Mandatory.

NOTE:

All engines must be properly assembled in accordance with Honda shop manuals. i.e. Piston arrow to the bottom of cylinder, valve guides in stock location old motors use old parts / new motors use new parts no interchanging.

All parts may be compared with known Honda parts to verify their originality. One off parts will be considered unacceptable manufactures deviations.

ALL DECISIONS BY PIT STEWARDS, CHIEF TECHNICAL INSPECTOR OR JCAR EXECUTIVE COMMITTEE MEMBERS WILL BE FINAL, ALL RULES SUBJECT TO INTERPRETATION BY JCAR OFFICIALS. RULEBOOKS WILL BE ISSUED TO MEMBERS ALL EQUIPMENT OR MODIFICATIONS NOT maximum lift at exhaust valve .275"

GOVERNED BY THE AFOREMENTIONED RULES ARE TO BE SUBMITTED TO JCAR, NOT LESS THAN 30 DAYS PRIOR TO THE DATE OF INTENDED USAGE. NO EQUIPMENT WILL BE CONSIDERED APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED. RULES APPLY TO ALL RACE EVENTS.

MOTORS:

Crankcase oil – use 4-cycle engine lubricating oil that conforms to SAE or API standards with additives. A sample maybe asked for at any time by TECH. for testing. Engines may be built by anyone, to accordance to Honda shop manual BUT can only be dynode or sealed by either Keith Marshman, Dave McAdams or Gary Custer. (with a serial trace). ALL RULES ARE LOCKED IN FOR 5 YEARS as of 2015.

New replacement Rod with bearing is - GX 270 PART# ARC -#6261
MAX Horsepower with stock parts is - 12 HP MAX.

NO TWO WAY RADIOS ALLOWED

Rules for New GX270VT2

Governor may be removed

Decompressor must not be removed

Block may be bored to the three Honda oversize

Piston dish may be a minimum of .037

Piston may be a minimum of .038 below deck

Stock Honda rings must be used & installed properly

Any ring gap allowed

Stroke shall be a maximum of 58mm or 2.287

Stock or .010 undersized rods allowed

Stock or billet cleaner allowed

Any heat range spark plug as stock reach

Stock 25K valves & keepers, stellite exhaust allowed

Valves may be refaced but not excessively

Any valve spring allowed

Stock carb jet & emulsion tube allowed NO jets larger than 92 allowed. NO MODIFIED CARBS

Carb must be BE21JA model

Minimum head CC is 25

Minimum cylinder head thickness is 3.728

Head gasket is steel .009 thickness.

Any flywheel air gap allowed

Any vacuum operated fuel pump allowed

Only stock ignition timing with stock key allowed

Only early style flywheel & coil allowed (fixed timing)

Carb throttle bore is .832 max.

Carb venturi bore is .676 max.

Camshaft intake lobe height is 1.265 max 1.250 min.

Camshaft exhaust lobe height is 1.255 max 1.245 min.

Max lift at intake valve at 0 lash is .282

Max lift at exhaust valve at 0 lash is .270

Camshaft must have stock lobe separation angle

Three angle seat grind allowed

No porting, no deburring, no matching

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