

# SPORTSMAN DIVISION

ALL competitors are required to run racecars.

## ALL CARS MUST MEET MECHANICAL, SAFETY AND APPEARANCE REGULATIONS AT ALL TIMES

### Rule Book Disclaimer

The Association shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that, in its opinion, do not alter acceptable requirements. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The absence of a specific rule does not imply approval, consent, or permission regarding that subject. Any questions or doubts regarding that subject and/or any questions or doubts regarding such matters should be directed to Association Officials.

Continuous developments in racing may necessitate changes that we cannot foresee at the time the rules are written. Hence, we may update, modify, add to or delete rules.

It is your responsibility to read and understand the following rules and procedures. Ignorance of such will not be an excuse. We have tried to cover all aspects of what is expected from all of us. If after reading this, you discover something that we have omitted, please bring it to our attention for discussion.

It is the duty of every driver to inspect the racing surface and race track grounds to learn of any defects, obstructions or anything which, in his/her opinion, is unsafe. Further, all drivers entering any events are considered to have inspected the area and satisfied themselves as to the conditions. If not, **THEY SHOULD NOT RACE**. This further indicates that with full awareness and knowledge, auto racing involves certain risks.

### Automobile Body Regulations

1. **CLARIFICATION- OEM IS DEFINED AS ORIGINAL EQUIPMENT AS MANUFACTURED. NOT ALTERED IN ANY MANNER**
2. **AMERICAN MADE STREET CARS, 1958 THROUGH THE CURRENT MODEL YEAR, MINIMUM 104 INCH WHEELBASE. NO CONVERTIBLES,**

**STATION WAGONS, OR FRONT WHEEL DRIVE CARS. BODY MUST MEET APPROVAL OF SAFETY OFFICIALS.**

Body **MUST** be in a stock position with a completely enclosed cockpit. Firewall **MUST** be installed between driver and fuel cell. Late model style interior may be used. All cars **MUST** run a hood. Body Panels and doors may be fabricated, of .040 aluminum or 24 gauge steel sheet metal only. **MUST** retain original appearance. **MUST** have a loop or chains front and rear for towing. Roof **MUST** remain stock appearing. Aftermarket steel or aluminum bodies are permitted. Minimum ground clearance in front of front tires shall be 8 inches. Maximum width of body at any point 76 inches with **no tolerance**. Front nose piece including flares maximum 81 inches **no tolerance**. Minimum opening size at any point (window or interior) 12 inches. Maximum body rake of 4 inches measured in a continuous plane from the firewall to the rear of the body. Dropped interior allowed, however no part of the quarter panel may be higher than the deck lid. Deck lid must be a minimum length of 18 inches.

3. All glass, chrome, plastic trim, and windshield **MUST** be removed. Windshield opening **MUST** be covered with ½ inch by ½ inch or 1 inch by 1 inch wire mesh. With three (3) upright bars of 3/8 inch steel rod minimum welded to the roll cage in front of the driver, 6 inches apart.
4. Rear spoiler may be Lexan or aluminum with a maximum of 8 inches of material. Measured from the deck lid. **SUPPORTS**: Maximum of three (3), not to exceed 18 inches in length, no higher than three (3) inches in the front angled to the top of the spoiler.
5. Roll over bars **MUST** be a box over and behind the driver. Bars **MUST** be at least 1 ½ inch OD steel tubing with a minimum of .095 wall thickness **NO ALUMINUM TUBING**. A minimum of four (4) bars of the same 1 ½ inch material as the roll bars **MUST** protect the inside of the driver's door. Three (3) bars of the same material **MUST** protect the inside of the right side door. All door bars **MUST** have a minimum of three (3) vertical pegs from door bars to the frame in each door. Top of the driver's helmet **MUST** be below the roll cage. All roll cages **MUST** be approved by Safety Officials. Rear of driver's seat (at base) to center line of rear end housing shall be a minimum of 27 inches.
6. **NO** rearview mirrors of any kind permitted.
7. Front loop not to exceed 1 ¾ inches in diameter round tubing with a maximum of .125 wall thickness. Three (3) pegs for support may be used on each side, loop not to exceed 5 inches as measured from front of radiator in stock position to front side of tubing. All tubing shall be steel.
8. Contained fuel cell required, **MUST** be in trunk, securely fastened to the frame rails. Electric fuel pumps allowed. Fuel shutoff valve **MUST** be within easy reach of the driver. Rear loop may be used steel pipe 1 ¾ in diameter maximum. **MUST** be inside the trunk and follow the contour of the frame. Fuel cell not to be

lower than the center of rear end. **MUST** have a loop to protect the fuel cell. Tank or cell **MUST** mount in a frame of minimum 1 inch X 1 inch steel. Two (2) 2 inch X 1/8 inch straps must surround the cell. Gasoline or E-85 fuel only. **NO ADDITIVES OF ANY KIND ALLOWED.**

9. Front bumpers may be stock appearing. Bars or pipes **MUST** extend to frame horn to prevent hooking on other cars. There will be no sharp edges on bars or pipes. Rear bumpers, a loop may be put on top of the rear bumper only, not to exceed six (6) inches in height. Loop may be supported by a maximum of four (4) pegs. Bumpers **MUST** be tied to the rear frame. Loop tied to support tubing or bars. Tubing may be a maximum of 1 3/4 inch diameter by 1/8 inch wall. No sharp edges. Maximum 18 inches height of rear bumper at center of car. If the rear bumper is fabricated, a maximum of 2 inch X 3 inch rectangle, 1 3/4 inch round tubing may be used.

10. All frames **MUST** remain OEM stock in shape and thickness and run from the front bumper to the center of the rear end.

11. Rear frame may be fabricated from the center of the rear end to the rear bumper.

12. **NO TITANIUM OR OTHER EXOTIC MATERIALS ALLOWED FOR THE BODY, ENGINE OR SUSPENSION.**

## ENGINES

1. Any engine/chassis combination may be utilized.

2. Engines **MUST** remain stock except as noted below.

3. **GM 602 crate engine may be used with the following specifications.**

A. Engine must be GM P/N 88958602GMR350/350 circle track engine. **PACE, IMCA, ROBERT YATES, AND UMP (Don Blacksheer)** seals are accepted. All seals must receive track official's approval.

B. One (1) four (4) barrel 650 CFM unaltered Holley carburetor (the only alteration allowed to this carburetor is to make it E-85 compatible), Part Number 4777 or 80777 or Holley HP Carburetor Part Number 80541-1, (-2), and (-3) will be permitted.

C. Valve springs GM part number 10212811 or Competition Cams part number 981-16.

D. Push rods GM part number 14095256

E. Rocker arms GM part number 10089648 or Crane part number 11800-16, 1.5 ratio.

F. Rocker arm nuts GM parts number 25534352 or Crane part number 99768-16.

G. Harmonic balancer GM parts number 12555879.

**4. All other engines MUST be stock bore and stroke as per manufacture.**

A. Maximum overbore .060 + .012 WEAR

B. Aftermarket stock dimension, stock appearing, and stock weight crankshaft permitted. **NO** gun drilling, knife edge or pendulum cut.

Aftermarket steel connecting rods permitted, cap screws are OK.

C. 360 cubic inch maximum as manufactured

D. Balancing Okay

E. Maximum compression for any engine 11.00:1

F. Any aftermarket steel balancer permitted

5. Cylinder heads may have three (3) angle valve cut. No angle milling, polishing, or porting allowed. May have screw in studs, and guide plates.

**6. \*\*NO VORTEC HEADS\*\***

7. **MAXIMUM VALVE SIZE FOR ALL SMALL BLOCK ENGINES:** Intake 2.02 inch max. All others OEM stock as manufactured. Dual valve springs permitted 1.5 inch max diameter. Aftermarket springs with or without dampers okay. Aftermarket retainers okay.

8. Stock type rocker arms, standard ratio for engine run. Stock style replacement full-roller rockers optional. Poly locks allowed. Stud girdles permitted.

9. Any flat tappet cam allowed. Standard lifter bore for engine used. **NO** gear or belt drive.

10. Flat or dish top pistons only, no positive deck. Free floating pins okay.

11. Any cast iron OEM or the following aluminum intakes may be used.

	<b>Holley/Weiand</b>	<b>Edelbrock</b>
Ford	7515	5021
	7516	5081
	8011	
G.M.	7546	5001
	7547	5056
	7547-1	5416
Chrysler		
r	7545	5076
AMC		2935
		2930

Manifold must bolt directly to heads no modification.

12. ANY ENGINE 363 CUBIC INCH OR ABOVE MUST HAVE A CHIP OR REV CONTROL BOX AND NOT EXCEED 7200 RPMs.

13. Maximum 400 cubic inch steel block/steel heads only.

14. NO LS engines.

15. Headers optional. All exhaust **MUST** exit away from the driver. No Zoomies. Noise level **MUST** meet local track decibel limits.

16. Two (2) barrel carburetors only, maximum 500 CFM Holley # 4412. Billet metering blocks allowed, removal of choke assembly and air horn are the only modifications allowed.

17. Maximum two (2) inch carburetor adapter allowed. Maximum air cleaner height 5 inches from air horn base.

18. NO fuel injection allowed.

19. Engine location, foremost spark plug must be aligned with or be in front of the center of the upper ball joint.

20. Engine may be moved back up to four (4) inches. Up to two (2) inches will add 50 pounds in front of the water pump. From two to four inches will add 100 pounds in front of the water pump.

21. Any distributor, NO magnetos or crank triggers.

22. A  $\frac{3}{4}$  inch plug must be installed in the oil pan for inspection purposes. This access hole must be directly in line with a visible connecting rod journal.

23. Crankshaft claim- Crankshaft may be claimed for \$400.00. Claim must be made prior to feature race. All claims are final. Only Sportsman drivers competing in the event or Track Officials may make a claim. Failure to sell shall result in a \$200.00 fine, loss of 400 points and loss of all monies earned at the event.

## WEIGHT

1. All cars must meet minimum weights according to the following:
  - A. 318 cubic in or less- as manufactured  
GM-Ford-Chrysler. OEM cast iron heads and approved intake, minimum weight 2700 lbs. with driver after race.
  - B. 360 cubic inch or less- as manufactured  
GM-Ford-Chrysler. OEM cast iron heads and approved intake minimum weight 2900 lbs. with driver after race.

Aftermarket cast iron heads and approved intake minimum weight 3000 lbs. with driver after race.

C. 602 Crate engine must weigh a minimum of 2800 lbs with the driver after the race.

D. 363 cubic in or over minimum weight of 3150 lbs with the driver after the race

2. Any additional weight is specified with each specific rule that constitutes the addition of weight.

## DRIVE TRAIN, CLUTCHES, AND BELLHOUSING

1. Any OEM style clutch allowed. **NO ALUMINUM. DRIVETRAIN COMPONENTS** 10 inch minimum.
2. NO racing pressure plate. Aluminum flywheel ok. Hydraulic clutches, throw bearing optional.
3. NO aluminum on clutch disc or pressure plate.
4. Multi disc clutches permitted a minimum 7 ¼ inch diameter.
5. Blow proof bellhousing or blanket required. Must be approved by **Track Tech Official**.
6. Any OEM transmission. Automatics **MUST** have a working torque converter.
7. Bert Gen 1 and Brinn Original and Jerico type transmissions allowed. (Must add 25 pounds to the total weight)
8. **NO quick change gear type transmission allowed.**
9. **ALL GEARS MUST WORK.**
10. **NO LIGHTENING OF INTERNAL GEARS**

## REAR ENDS AND BRAKE ASSEMBLIES

1. Any all steel non quick change rear end is permitted. Mini spools and full spools are optional: However aluminum spools are not permitted. Aluminum drive plates are permitted.
2. **Quick change rear ends allowed.**

3. **NO gold track type devices and/or locking devices allowed.**
4. Drum or disc brakes are permitted. Stock or aftermarket vented steel rotors and steel OEM calipers allowed. Fabricated brackets permitted. **NO** drilling, cutting or lightening of drum or rotor except for wheel studs.
5. Cockpit adjustable brakes permitted.
6. Minimum three (3) wheel brakes. If three (3) wheel brakes are run, right front brake assembly may be removed.

## DRIVE SHAFTS

1. **MUST BE STEEL AND PAINTED WHITE.**
2. **MUST** have a steel drive shaft loop within six (6) inches to twelve (12) inches of the front of the u-joint. **LOOP MUST** be steel ¼ thick X 1 inch minimum around the driveshaft.

## BATTERIES

**ONE (1)** automotive battery 14 inches X 8 inch maximum size. Battery must not be mounted in the driver's compartment. No coolers of any type in the driver's compartment. Must be mounted inside the frame rails.

## SUSPENSION

1. **NO** modifying of any part in any manner unless otherwise stated, except for the use of heavy duty ball joints on lower "A" frame.
2. **NO** cockpit adjustable suspension of any type.
3. **NO** aluminum suspension components.
4. **NO weight of any kind added to the "A" Frame.**
5. **Front:** stock suspension only. Lower "A" frame **MUST** be OEM style and in stock location. Any all steel upper control arm is permitted. Aluminum shaft optional. Racing shocks may be mounted outboard. Fabricated upper "A" frame is permitted. Front cross members may be altered for fuel pump and steering clearance.
6. **Stock or tubular type lower "A" frame allowed. Must be stock length within factory stock dimensions matching frame.**
7. Any five (5) lug stock as manufactured, OEM spindle may use spindle saver.
8. **NO fabricated spindles.**
9. Inner or outer tie rod ends may be replaced with heim ends.

10. Four (4) weight jacks may be used
11. Rear springs must be in stock location. Factory upper spring bucket must remain. Center of the spring bucket may be removed. Jack bolts must be solid, no mono balls, swivels, or heim ends and fit directly into the spring cup. Lower coil spring mount must remain in stock location. No coil over eliminators.
12. Rear Trailing Arms May be Replaced with stock type aftermarket style Trailing Arms. Must be equal length for chassis used, No heims. No adjustment.
13. Leaf springs optional on the rear end. No combination coil/leaf spring suspension. Aluminum lowering blocks permitted on rear end.
14. Three (3) link coil suspension may be used. Upper links limited to four (4) biscuits, Ford type or Poly-urethane only. Maximum diameter 3 ½ inches, maximum thickness 1 ¾ inches. No spring rubber style. Solid or cushioned Panhard bar or J bar permitted. Cushion limited to one (1) biscuit per side, no springs of any type.
15. All trailing arm brackets must be solidly welded to the rear end.
16. Upper trailing arms on four (4) link suspension must be in stock location, in stock mounts, and be of stock length.
17. No aftermarket four (4) bar suspensions allowed.
17. Quick steering devices may be used.
18. **NO** traction control devices.
19. Maximum track width - Eighty (80) inches outside sidewall to outside sidewall front and rear.
20. One hundred eight (108) inch minimum wheel base must be maintained at all times.
21. Any added weight **MUST** be securely attached with a minimum of two (2) ½ inch diameter bolts. Any added weight **MUST** be painted white and **MUST** be identified with a car number on it.

## SHOCKS

1. Maximum of four (4) shocks, one (1) per wheel may be used.
2. **NO** Schrader valves
3. **NO** Bulb shocks allowed
4. All steel
5. No bump stops of any kind.
6. All shocks must completely collapse 100% at any time.
7. Shock shaft must be equal to the shock body.
8. Rear shock may use adjustable upper shock mounts.



Track officials have the right to claim any shock at the claim price of \$200.00.  
Driver of the car with shock(s) claimed will be notified after the feature race.  
Refusal to sell may result in a disqualification from the race. **ALL CLAIMS ARE FINAL**

## WHEELS AND TIRES

1. Tires/Wheels must be maximum eight (8) inches wide if running M30 or M60. Four (4) bead locks optional.
2. 10 inch Hoosier Asphalt takeoffs allowed. M3035, M3045, ST2 and ST2 ONLY.  
Bought from the tracks
3. All four tires/wheels on the car must be the same width, whether it be 8 inches or 10 inches. No mixing or matching of tire and wheel sizes.
4. Hoosier E-Mod 26.5 or 27.5 "M30 & M60" Compound. Durometer reading must conform to the manufacturer benchmark.
5. NO treated tires/tire prep/soaking/solicitation of tire preps
6. Tire sniffing-sample testing or confiscating of tire will be at the Race Directors discretion.
7. Tire grooving and siping approved.
8. Wheel studs: 5/8 inch wheel studs MUST be used on all four corners.
9. NO aluminum wheels.
10. Mud plugs MUST bolt in behind bead lock or be foam type.
11. Tire sniffing sample testing or confiscation are at the discretion of race director or track promoter.

## SAFETY AND APPEARANCE

1. All cars **MUST** be equipped with a driver's side window net. Mounting **MUST** be approved by safety officials. NO car may start a race without a window net or arm restraints.
2. All Competitors **MUST** wear an approved racing helmet. Full face and current Snell rated recommended.
3. All Competitors **MUST** wear an approved fire retardant driving suit. All Competitors **MUST** wear safety goggles or face shield.
4. All Competitors **MUST** wear fire retardant driving gloves.
5. All cars **MUST** be equipped with approved safety belt and shoulder harness, double straps are required. They **MUST** be installed in a manner approved by safety officials. Only quick release Racing type belts will be allowed. All cars

**MUST** have a five (5) point seat belt system, seat belt, shoulder harness and crotch strap. Minimum of three (3) inch wide belts **MUST** be used. Seat belts and driver seat **MUST** be secured to the frame or roll cage. We recommend that the seat belt and shoulder harness be replaced every two (2) years.

6. All cars **MUST** be painted and **MUST** be in a clean and presentable condition upon entering competition.

7. The car number **MUST** be painted on the car in a legible manner and in sharply contrasting colors 18 inches high on both sides of the car and on the roof facing the left side. A white number minimum of 6 inches high painted on a black background **MUST** be mounted in the upper right hand corner of the windshield opening. The Competitor's name must appear above the door.

Please expect small changes throughout the racing season to accommodate for the best racing possible.