



Sportsman Rules 2009-2010

BODY: All cars must have a complete body. Body swaps will be permitted: (family to family). Any make or model allowed that fits on the stated chassis. No mixing of body panels will be allowed: all body panels must be for one stated model. Aftermarket bodies and components permitted: Metal, Plastic, or Fiberglass panels accepted. Hood scoops or deflectors permitted must be no more that 4" above hood surface. Any air cleaner that protruded through the hood must have at least the front 180degrees covered by an air deflector or hood scoop-4" maximum height. A front windshield of 1/8" minimum lexan is required: must have a metal center brace which can be three aluminum or one 1"x1/8" metal square or round stock. A rear spoiler is permitted: must be 1/4" lexan and no more than 60" long and 7" wide as flat-measured or a factory production model for the stated body used. Side nerf bars are permitted: must not extend into the wheelwells. All side nerfs must be angle-cut and capped or turned into the body. No more than 2" will be allowed from the body to the inside edge of the nerf bar. Any nerf bar that doesn't meet these specifications will fail tech. Cars are to be kept neat in appearance.

SAFETY: All cars must have a roll cage of 1 1/2"x .095 steel tubing: no galvanized or threaded (plumbing type) pipe is allowed. The following cage components are required and must be 1 1/2"x .095 tubing: a minimum of 3 door bars on the driver side which arch into the door bar; a roof triangulator; and a brace from the upper left cage corner to the top door bar. Additional tubes may be added to the cage. Non-required tubes my be of any size tubing. Steel plates with a minimum thickness of 1/8" must be welded to the floor / rocker sill area for mounting the cage posts: the driver-side cage posts may be welded to a rectangular steel weight box. The weight box must be fully welded to floor pan and an integral part of the frame if the roll cage is mounted to it. The driver-side door bars must be plated with 1/8" minimum steel. Any tubing around the driver must be padded with a commercially available roll bar padding: no pipe insulation, rags, etc. allowed. All cage welds must be free of slag and porosity. Any visibly unsafe welds WILL fail tech.

A steel can fuel cell is required. It must be mounted within rear frame section with 2" x1/8" steel straps or 1"x1" box tubing. There must be a minimum of 9" from the FUEL CELL bottom to the ground, (case to case basis). A fuel cell guard of 1 1/2" tubing is required. The fuel cell must have a ground strap from the filler neck to the frame, and a vent tube running through the trunk floor. A role-over valve must be installed in the vent line. Fuel line must be run through the passenger compartment in steel tubing or SOLID conduit, or steel braided lines.

A metal racing seat is required. It must be mounted with a minimum 1" round or square steel tube frame which must be securely welded to the roll cage and chassis. A 5- point racing harness is required. It must be in good condition with no frayed or modified

webbing. The harness must have a date tag less than 2 years old. Harness must be mounted according to the manufacturers instructions or generally accepted competition guidelines.

A quick-release steering wheel is required. A 3/4" steel tube steering shaft is required. Steering shafts must have at least 1 u-joint approximately mid-way between the steering box and quick release hub to prevent the shaft from being driven into the driver upon frontal impact. The u-joint must be a heim joint or bracket directly behind it for support. Steering quickeners are allowed.

A master electrical disconnect must be located in the center of the cowl or windshield and be clearly labeled "on" and "off". It must be clearly visible to safety personnel.

A window net is required. It must be securely mounted to the inside of the roll cage with the disconnect at the upper front cage corner.

A driveshaft loop of 1/4" x 2" steel strap or 1" round steel tube is required. It must be located no further than 6" behind the front u-joint. Driveshaft must be painted white. No aluminum driveshafts.

All track required driver safety apparel must be worn. A fully charged fire extinguisher is required in the racecar. All oil pressure gauges must have copper tube or braided lines: no plastic capillary tubing allowed.

Only one battery is permitted: It must be securely mounted behind the driver in a commercially available accessory battery box.

A positive gas pedal linkage with a minimum of 2 return springs is required. A Toe- kick is required on the gas pedal.

A one week grace period will be given on safety issues, tech official discretion.

CHASSIS: All car chassis must be American made passenger car sedans. No front wheel drive, station wagons, jeep convertibles, pickups or compact cars allowed.

Unibody or full frame cars permitted. Chassis design is optional, but it must be based on a generally available, mass-produced automobile chassis. All suspension and steering components (except steering shaft and quickener) must be stock type and design for the make and model of chassis stated. Trunk floor is optional. All holes in floor pan and firewall must be covered with steel and have a maximum clearance of 3" between floor pan and exhaust and meet proper ride height requirements. Original equipment lower control arms for chassis used will be required: must retain stock dimensions. Factory lower control arm mounts may NOT be altered in any way. Tubular upper control arms permitted. No modifications or alterations of steering linkages except addition of washers for desired bump steer adjustments. Aftermarket non externally adjustable steel shocks are permitted. Aluminum or external shock reservoirs are not permitted. After market sway bars are permitted with mounting optional. Springs must be the same diameter and design as stock for chassis used. No coil-over, air, adjustable, or remote reservoir shocks are permitted. All spindles must remain in same family (GM to GM) Front cross-member may be modified for oil pan, fuel pump, or steering linkage clearance. Steel fire wall and floor boards are required with enclosed foot box optional. Stock floor boards optional. Maximum track width is 79" front and rear measured outside to outside of tires at spindle or hub height. Brake system must utilize a dual compartment master cylinder or master cylinders. All four brakes must be operational. Ballast permitted: must be securely mounted, painted white, and have class and car number clearly marked on it. Minimum ride height is 4" to the bottom of the Lowest Frame Rail without the driver. Wheelbase must be no less than 108" either side: maximum variation is 1" side to side.

SUSPENSION-REAR: Leaf spring cars will not be permitted to use panhard bars, third

link, or lift bars. Leaf springs must be steel multi-leaf. No mono leaf or composite springs allowed. Coil spring cars must use 5" diameter springs. Trailing arms must be steel-with location optional. Pan hard bar and upper link must be steel, No aluminum or spring/bushing style allowed. All mounts and hardware must be steel. Must be a three link suspension. Weight jack bolts must be steel with location being optional. No coil eliminators (sliders) or coil over shocks allowed. Minimum weight requirement is 3200lbs. Cars will be weighed with the driver before their main event and qualifying at tech discretion, with maximum left side weight of 58%. Note: Starting in 2006, cars with a 365 cid or more will carry an additional 150lbs for a total weight with driver of 3350 lbs. ENGINE: Must use a production cast iron block. Any generally available cast iron head will be permitted. Any flat-tappet cam is allowed: must have production diameter lifter for engine used. No roller lifters or roller grind camshafts permitted. Rocker arm components are optional. Any header used can be standard under-chassis design resembling a street header or cross-over headers allowed. 180 degree headers permitted. Exhaust must exit behind driver with all cars meeting track decibel requirement levels. Engine must be centered in the frame. Engine may be set back, but the forward most spark plug hole must be in front of a line struck through the centerline of the upper ball joints. A wet sump oil system is required: aftermarket oil pans permitted. All cars must be normally aspirated with a track-legal Holly 4412 type carburetor. See general rules for carb specs. Maximum thickness of any carb adapter is 1". Electric fuel pumps will not be permitted. All cars must use track fuel. The following after market aluminum intake manifolds are acceptable: Edelbrock Chevrolet 2101, Chevrolet (with vortex heads) 2116, Chrysler 2176, P5249572, Ford 2189, 2165, 2750. All other manifold types will not be permitted. NO MODIFICATIONS except intake may be machined down internally two inches down from the top of the manifold. Radiator must be mounted in front of engine. Cooling catch-cans are required. Catch cans must be vented to right side of base of windshield. Stock type water pumps are required. No glycol-based (anti-freeze) cooling additives are allowed. No magneto ignition systems allowed.

TRANSMISSION: Any production line installed transmission is permitted. Any 10.5" clutch and flywheel assembly required, must be production size and appearance. Bell housing must be a steel safety type, SFI approved recommended. Any automatic transmission must have an SFI approved shield or blanket covering the flywheel area and body of the transmission. Any transmission cooler lines must be metallic.

REAR ENDS: Any production rear axle is permitted: may be converted to a full-floating unit. Aftermarket axles permitted. A steel spool or steel mini spool is required. Rear axle housing must be steel and may be reinforced. Axle mounting pads may be relocated to fit chassis spring spacing. Do not need to be (family to family).

WHEELS & TIRES: 15" steel wheels with maximum width of 8" required. Wheels must be designed specifically for circle track racing: No stock type wheels are permitted. Wheels may not have balancing weights. Wheel studs must be minimum 5/8" diameter with 1" hex competition lug nuts. All cars must use track tire.

RADIOS: Radios are permitted.