

SPORTSMAN

The word "Stock" means unaltered and as originally produced. O.E.M. equipment only unless otherwise noted, subject to track approval. Unless the rules specifically allow it, it is not allowed. Auto City Speedway officials reserve the right to adjust rules i.e. weight, spoiler, carburetor etc. as needed for competition and safety.

BATTERY: One battery only. Must **not** be located in driver's compartment. Must be securely mounted to structural member. Battery disconnect switch behind driver seat is mandatory, within easy reach of safety crews.

BODIES:

1. Stock appearing body only; Steel, aluminum or fiberglass. Stock appearing aftermarket nosepiece-ok. No "Outlaw" nose pieces. No "Outlaw" Bodies. No Template "Down-force" Bodies. Body width-76"Max.

2. No air relief's i.e. holes, vents, louvers, etc in tail panel.

3. Rear Spoiler allowed, 6" x 72" maximum. Clear Lexan only. No graphics. No verticals. Max. 18" triangular braces only.

4. Driver Compartment definition- Firewall to rear of main hoop, door bars to door bars. Floor pan must be steel and stock appearing to rear of main hoop. No high interiors.

5. Fenders may be cut for tire clearance, not to exceed 3".

6. Inner door panels may be removed. All upholstery **MUST** be removed.

7. Grill may be replaced with wire screen.

8. All doors must be welded shut.

9. There must be a stock-appearing firewall between driver & trunk area using min. 20-gauge steel.

10. Sharp edges must be rolled under or car will not be allowed to compete.

BUMPERS: Bumpers shall not extend beyond grill. No sharp corners- rounded corners only- if it can cut a tire, it can't compete. No reinforced bumpers.

BRAKES: Four-wheel OEM hydraulic brakes only, in good working order. Single piston disc brakes recommended. Cast iron calipers only. Aftermarket master cylinder & pedals, ok.

CAR NUMBERS

Car numbers must appear on both doors - 18" high with a minimum 2" stroke and on upper right corner of windshield with a 6" stroke min. Driver's name will appear over both doors.

CARBURETOR, INTAKE AND HEADS

1. Automotive stock cast iron intake or Edelbrock aluminum Performer # 2101, 2116 or 2181 only. No marine intake or Mercruiser intake. No cutting, porting, polishing or welding on intake. 1" maximum adapter allowed.
2. "Box Stock" Holly 500 CFM 2-brl. #4412 only with 1-11/16" base plate max. NO HP SERIES, NO ALTERING except choke horn may be removed. NO REWORKED HOLLY CARBS ALLOWED I.E. DORTON, BRASWELL, BLAKE ETC. Crate engine only may use "Box Stock" Holly 4150 HP carb (no carb spacers).
 3. Cast iron, straight-plug heads only. No altering, porting or polishing - immediate disqualification will result.
 4. Air boxes allowed & any filter allowed.

CAR CONSTRUCTION

All cars will be built in a safe, workman-like manner, subject to track approval. No driver-adjustable devices, except brake bias, allowed.

COMPETING MODELS

American made sedans or coupes (2 or 4 door type). Driver must declare make and model when registering and to tech officials, so that car may be teched for wheelbase, width, body, etc.

DRIVE SHAFT

Steel drive shaft only. Must be painted white. A metal strap is to be located in the forward 1/3 of the drive shaft to prevent it from dropping to the track.

ENGINE

1. Factory, stock-type engine and components only. **MAX 360 C.I.D. 10.50: 1 COMPRESSION MAX. NO TOLERANCE.**
2. No Roller components, except Roller Rockers, allowed. Stud Girdles-O.K.
3. Solid lifter camshaft allowed. Lifter dia. must be stock for make of engine used.
4. Forward most spark plug may be rearward of upper ball joint centerline, maximum 1". **No tolerance.**
5. Solid engine mounts O.K.
 5. GM factory-sealed **crate engine** #88958602 allowed with "Box Stock" Holly **4150 HP carb**. Immediate disqualification will result if factory seals are broken or altered. Weight may be adjusted for competition if necessary.

ENGINE TEARDOWN & CLAIM RULES

1. To be eligible to protest, driver must be registered and have competed in the previous 2 feature events of current season. The entire amount of \$200.00 cash (U.S. funds) shall be paid to Pit Steward within 5 minutes of completion of feature race.
2. There will be a \$100.00 back out fee if protesting driver backs out. If driver of protested engine refuses teardown, he will lose points for the year and winnings for

the night, and will be suspended for 2 calendar events. If protested driver fails inspection, protest fee will be refunded to protestor. If protested driver passes inspection, said driver will receive protest fee. Only registered drivers may protest an engine and only drivers may refuse or agree to protest.

3. Any registered driver, whose car is running 6th thru 12th, on the lead lap and running, is eligible to protest 1st thru 5th.
4. Protestee has the right to tear down protestor's engine in lieu of tear down fee.
5. Tear down will take place in Tech area and is limited to Cubic Inch, Compression and Valve Train inspection and will be supervised by track officials. Driver and one crewmember only allowed.
6. Any driver found to be protesting an engine for anyone other than himself will lose all points for the season. Driver will be suspended for 4 calendar events (or) until \$250.00 fine is paid to speedway.
 6. Limit 1 claim/protest per year.

HEADER/SHOCK CLAIM

For the amount of \$100 for headers, \$50 per shock- any driver finishing 6th-12th may claim drivers finishing 1st-5th. Claimer must have competed in 2 previous feature events, must be on the lead lap and make claim with Pit Steward within 5 minutes after feature event. If claimer refuses to sell, winnings & points are forfeited for the night.

FRAMES

4" min ground clearance- measured at frame rails. Complete front and rear sub frames only may be interchanged from manufacturers but must remain stock. Must use OEM frame and components from nose to centerline of rear-end. Tube rear sub allowed from centerline of rear end to bumper-must be 2" x 3" min. tubing.

FUEL CELL

1. FUEL CELL MANDATORY: Must be securely mounted to frame. Fuel lines will not pass through driver compartment. Subject to track approval. No filler tubes or electric fuel pumps.
2. Fuel Cell must be enclosed in steel can. Ground clearance-10.0" min.

GLASS

All glass must be removed except the windshield, which must be retained. Lexan only may replace windshield. Lexan only rear window, optional. No Plexiglas.

IGNITION: 12-volt stock ignition only. No ignition boxes allowed.

MANIFOLDS & EXHAUST

1. Cast iron exhaust manifold or conventional downturn headers only. Headers: **Single dia.**, with collector, **1-5/8" OD tube, max.** No 180 deg. headers.
2. Exhaust must exit behind driver and remain within and underneath body panels and be directed downward towards track. No part of the exhaust system may pass through driver's compartment. Exhaust - 2 1/2" OD max. **It is also acceptable to have 12" min length x 2 1/2" max OD tubing at each end of muffler.**
3. Mufflers mandatory. 97 DECIBELS MAX. NO TOLERANCE!

MIRRORS: No mirrors or communication devices allowed.

RADIATOR

1. One radiator only.
2. Must be stock-type, in stock location. Aluminum O.K.
3. Sheet metal may not be altered to accommodate radiator.
4. Must have 1 gal. Catch can for tank overflow (or) mount overflow tube at center of windshield in clear view of officials.
5. Radiator protection, ok. Must be behind grill.
6. Water is the only coolant allowed.
7. Duct work recommended.

REAR ENDS

1. Floater-type rear ends recommended. Ford-9", GM-12 bolt, Dana-ok. Steel axle and axle tubes only. No gun-drilled axles. No quick-changes. For safety, cars using C-clip rear ends must use disc brakes. No aluminum components allowed.
2. Posi-traction locked or welded rear ends- ok.

ROLL CAGE

1. 4-Point roll cage mandatory- 1-3/4" O.D. min, .095 wall min.
2. Minimum of THREE driver side door bars. Min 1/8" x 24" x 24" steel doorplate on driver's side and 12" x 18" kick plate to protect driver's legs.
3. Front and Rear hoops mandatory.
4. Roll bars must be padded around driver area

SHOCKS

1. One steel, stock-type shock per wheel. No adjustable shocks.
2. Front shocks may be relocated for screw jacks.

SUSPENSION

1. **Stock Forged or Cast Iron spindles only. No tubular or hollow spindles. No "Investment Castings".**
2. Stock upper and lower A-frames only. Upper A-frame only may be relocated.
3. Rear suspension must be completely stock & must be in stock location +/- 1".
4. Screw cups and screw jacks allowed.
5. Howe centerlink- O.K. No rack and pinion steering.

TIRES

Hoosier 970- **NO SOAKING** Tread width- 80" max. (Measured at spindle height, sidewall to sidewall).

TOW CHAIN: Req'd- front & rear (Chain or cable) must be secured to bumper or frame.

TRANSMISSIONS

1. Automatic transmissions must have 10" min. converter. Stock manual transmissions allowed with stock 10.5" min. clutch assembly; stock flywheel **and** steel scatter shield mandatory. No aftermarket transmissions allowed.
2. Transmissions must have working reverse gear.
3. Dipstick tube and top of transmission must vent into a single overflow can mounted to front of firewall.
3. Transmission coolers allowed in engine compartment only.

WEIGHT RULE

1. All weight specifications are "with driver, after race".
2. Cars with wheelbase of 112" or more - 3200 lbs.
3. Cars with wheelbase less than 112"- 3300 lbs.
4. Cars with wheelbase of 112" or more and GM metric cars: 55.0% max. Left side weight.
5. Cars with wheelbase less than 112"- 54.0% max left side weight.
6. Cars not meeting the above wheelbase dimensions are subject to weight adjustment.
7. Rear weight- 50.0% max with driver.

8. Lead only may be used for ballast. All weights must be painted white with car number painted in contrasting color. Weights will be anchored with (2) ½" dia bolts minimum.

WHEELBASE: Minimum 105".

WHEELS: Steel wheels only, 8" wide max. ½ " minimum wheel studs mandatory.

