

# SPORTSMAN

## Sportsman – Eastside Michigan Cars. (Auto City & Dixie Speedways)

**Your car should be very similar to the Auto City Street Stock. No tube chassis late model cars will be allowed to run in this division. Your car must be an American manufacturer factory chassis car.**

**You may be asked to declare your make & model for rule clarifications.**

### **BODIES**

- A.** Bodies must be stock appearing and complete, including bumpers and sheet metal. Bodies MUST remain stock in appearance; destroyed panels may be replaced with the same type and thickness of material down from the top of the body line, BUT MUST APPEAR STOCK. Fenders may be cut for tire clearance but not to exceed 3". Aluminum, steel, or fiberglass after market bodies allowed (5 Star, ARP, ex.) No Outlaw nosepieces. No Outlaw Bodies & No Template Down –Force bodies. Body width - 76" max.
- B.** No loose sheet metal or sharp edges that may harm another car or safety crew member allowed. Cars must appear professional or they will not be allowed to run...period.
- C.** Grill may be replaced with wire screen.
- D.** Interior must be removed to bare sheet metal. Floor pan must be steel and stock appearing to rear of main hoop. No high interiors.
- E.** All doors must be welded shut.
- F.** There must be a firewall between driver and the trunk and engine area using 20 gauge steel sheeting
- G.** Aluminum or fiberglass body parts allowed (except floor pans).
- H.** No holes in hood unless completely covered with a hood scoop or sheet metal. No forward opening hood scoops allowed.
- I.** After market STOCK APPEARING nose pieces may be used. Body styles between same cars are allowed, such as a Monte Carlo nose on a Caprice, etc. NO LATE MODEL TYPE NOSES OR TAIL PIECES ALLOWED...PERIOD.
- J.** Rear spoiler allowed with 6" maximum height measured from deck surface. May be up to 72" maximum width but no wider than rear quarter panels. Clear Lexan only. No graphics, no verticals. Rear supports only.
- K.** No portion of body or chassis may be lower than 4".
- L.** Center of spindle to tip of nose, 45" max.

- M. Center of rear axle to rear of quarter panel, 46"max.
- N. Roof height, 48" min
- O. Deck height, 35" max.
- P. No air reliefs (holes, vents, louvers, etc.) in tail panel.
- Q. All steel stock body - **deduct 100 lbs.**

## **BRAKES**

- A. Four wheel hydraulic brakes are mandatory. Disc brakes may be used on all 4 wheels with stock type single piston cast iron calipers only. **Aftermarket pedals & master cylinders allowed. Brake bias allowed.**

## **BUMPERS**

- A. Bumpers front and rear may be reinforced and **MUST** have two tether chains bolted to the frame. Bumpers must have wrecker loops made with chain on front and rear bumper. Bumper must be 18" min. from ground to center, at least 3" tall with bottom 15" minimum off the ground.

**All race cars MUST HAVE chains on the FRONT and REAR of car. ZERO EXCEPTIONS!**

## **CAR NUMBERS**

**See Section #1, Paragraph #3 of the General Rules!**

## **CARBURETOR, INTAKE, AND HEADS**

- A. 500cfm Holly 2bbl. Part number 4412 with a 1 11/16" max. base only. Stock out of the box only – no reworked Holly carburetors. The choke horn may be cut off. 1" maximum carb adapter allowed. The Holly 4150 HP 650cfm part #80541-1 is the only carburetor allowed on the GM crate motor part number 88958602 with no alterations allowed.
- B. Stock cast iron or Edelbrock aluminum performer intake part numbers **2101, 2116, 2121, 2176, or 2181** can be used, depending on the engine. No cutting, welding, porting or polishing of any kind. Adapter of a 1" maximum may be used. **NO MARINE INTAKES** allowed.
- C. Cast iron **STRAIGHT** plug heads only (except Ford and Mopar stock type cast iron heads). No porting or polishing allowed (of any kind).
- D. Vacuum pumps not allowed.

## **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.

## **ELECTRICAL**

- A.** One battery only, may not be in driver's compartment and must be securely cross strapped, with a min. of two 1" metal straps. **Batteries must be located as far away from fuel cell as car design will allow.**
- B.** Ignition will remain stock 12 volt system. 4-pin module only.
- C.** After market coils attached to the distributor are allowed. No MSD or magneto style allowed.
- D.** Battery disconnect switch behind driver seat or near front A-pillar is mandatory, within easy reach of safety crews.

## **ENGINE**

- A.** Factory stock type engine and components only except where specified different. 360ci. maximum with maximum 10.5 to 1 compression ratio only.
- B.** No hydraulic roller or solid roller assemblies allowed. Stud Girdles – OK.
- C.** No electric fuel pump or pressurized tanks allowed.
- D.** Headers or stock exhaust manifolds only. Step headers are allowed with 2 ½" OD max on all exhaust tubing.
- E.** Roller rockers and stud girdles are allowed.
- F.** GM crate motor part #88958602 may be used.
- G.** No shaft type rockers allowed on GM or Ford products.
- H.** Solid lifters OK. Must use stock lifter bore size for make of engine only.
- I.** 1" engine setback maximum, measured at upper ball joint centerline. No tolerance.
- J.** Solid engine mounts OK.

### ***CRATE MOTOR RULES***

- A.** Crate motor may be bought at any GM dealer. All motors come sealed from and by the factory. No tampering with engine seals will be tolerated.
- B.** Water pumps, distributor, pulleys, and balancer may be changed to meet the driver's needs.
- C.** All repairs or rebuilds must be done by a designated facility of this tracks choice. Only repairs to be done by the owner are those that can be performed without breaking the seals put in place at the factory. Parts must be replaced with OEM parts or the motor will be deemed illegal.
- D.** The track reserves the right to swap motors with any competitor if it deems necessary, to inspect the motor for legality. Both parties will retain ownership of its own motor. If the motor is found to be illegal, the driver and the car will be suspended for a period of 4 race nights and will be responsible for all costs incurred by the track for disassembly and inspection of the motor before the suspension will be lifted. If the motor is found to be legal, the track will incur costs to have the engine inspected.

### **EXHAUST**

- A.** Dual exhaust is permitted
- B.** Mufflers are MANDATORY 100db Maximum
- C.** Exhaust must exit behind the driver. No part of the exhaust system may pass through the driver's compartment.
- D.** 2 1/2" OD max. on all exhaust tubing with use of step headers. With the use of single diameter conventional down-turn headers (1 5/8" max. OD) it is acceptable to have a 12" min length x 2 1/2" max OD tubing at each end of muffler or a two into one system with one 3 1/2" muffler, but must use 2 1/2" pipe ahead of muffler as described above.
- E.** No late model type mufflers allowed. PERIOD.
- F.** No leaks in the exhaust system allowed.

### **FIRE SAFETY**

**See Section # 5, in General rules Paragraphs - K, L, & Q.**

## **FRAMES**

- A.** Stock frames only. No aluminum frame or frame components allowed. 101" Wheelbase min.
- B.** Notching frame for fuel pump Is OK
- C.** Custom or after market motor mounts are OK
- D.** Screw jacks are allowed at all 4 wheels.
- E.** Locating points of front lower control arms must be in stock position. Upper control arms may be relocated but NOT adjustable. Readily available aftermarket tubular steel upper control arms may be used, but must be similar in dimensions to stock and be the same from left to right. No homemade control arms allowed.
- F.** Rear trailing arms may be relocated but MUST be stock length for year, make and model and not be adjustable.
- G.** Leaf spring cars may relocate attachment points. But these points may not be adjustable.
- H.** No portion of the body or chassis may be lower than 4". Any frame plating below frame rail will be considered to be the frame.
- I.** Complete front & rear sub frames "only" may be interchanged from manufacturers but must remain stock. Must retain stock frame rails & connection points.
- J.** Must use OEM frame and components from nose to center of rear axle.
- K.** Tube rear sub allowed, only from centerline or rear axle to bumper, must be 2" x 3" min. tubing.
- L.** Any frame alteration will incur a weight penalty, to be determined by Auto City officials.

## **FUEL CELL**

- A.** Fuel cells are mandatory. Pump or race fuel only. (No nitrous oxide systems allowed)
- B.** Cell must be located in the trunk secured by 2 straps side to side and at least 1 front to rear.
- C.** The fuel cell may be no lower than the frame rails. 8" ground clearance minimum.
- D.** No filler tubes or electric fuel pumps allowed.
- E.** Fuel lines may not pass through driver's compartment.
- F.** Fuel cell guard made of 1 3/4", .095 wall tubing. Welded between rear frame rails and must extend down to bottom of cell.

## **GLASS**

- A.** All glass must be removed except the windshield.
- B.** Damaged windshield must be replaced with Lexan 1/8" or thicker.
- C.** No boxing in of side windows.
- D.** If rear window is used, it must be in stock position and be stock appearing. Must be made of 1/8" Lexan.

## **LIGHTS**

- A.** All exterior lights and moldings must be removed.

## **MIRRORS**

No mirrors or communication devices allowed. Mandated Raceceiver only.

## **RADIATOR**

- A.** Only 1 radiator is permitted.
- B.** Must be stock type, and in stock position. Aluminum radiators are OK.
- C.** No fill holes may be cut in the hoods.
- D.** Must have a 1 gallon catch can for overflow or overflow tube run to right side of windshield. Coolant catch bottles AND Transmissions catch bottles are strongly recommended.
- E.** Radiator protection OK, but it must be behind the grill.
- F.** NO ANTIFREEZE. Minimum 2 week suspension if caught.
- G.** 3" x 24" air dam is permitted.

## **REAR ENDS**

- A.** Must be stock, no quick changes allowed. Floater-type rear is allowed and recommended.
- B.** Gear ratio is optional.
- C.** Posi-traction, locked, or welded rear ends OK
- D.** 9" ford is OK; however it must be all cast iron and steel.
- E.** No aluminum components allowed. No gun drilled axles.

## **ROLL CAGE**

- A.** 4 point roll cage is mandatory with 1 3/4" OD by .95" wall tubing.
- B.** Minimum of 3 door bars
- C.** Door plate is mandatory
- D.** Front and rear hoops highly recommended.
- E.** Roll bars must be padded around the drivers head.
- F.** An approved window net with a quick release is mandatory.
- G.** 1/8" x 18" x 36" steel floor plate under driver is highly recommended.

## **SUSPENSION**

- A.** Must remain stock with a min. 4" ride height measured at frame rail with driver in seat.
- B.** Howe center links allowed.
- C.** Stock Forged or Cast Iron spindles are MANDATORY
- D.** One stock type shock per wheel, and in stock position. Note: If screw jacks are used on the front wheels, the front shocks may be relocated for clearance.
- E.** A maximum tread width of 80" will be permitted. Tread width will be measured from the left outside side wall to the right outside side wall at the bottom area of tires.
- F.** NO RACK AND PINION STEERING ALLOWED.
- G.** Rear suspension must be completely stock, and must be in stock location + - 1".
- H.** Slotting of frame is allowed for rear suspension points. 2" max. travel allowed.
- I.** Leaf spring suspension with slider box and/or pan hard bar set up OK. Only leaf spring cars may use slider box.
- J.** Simple 3 - link OK. (subject to track approval) **Add 100 lbs.**
- K.** Suspension may be adjustable only at frame end of trailing arm, upper link or pan hard bar. bracket -end of suspension must be mounted in fixed location.
- L.** Rear spring pockets may be extended upward, but cup must remain in stock location.
- M.** Steel heim tie rod ends, OK.

- N. Suspension components may not be interchanged from OEM manufactures. Must match frame used, make-to-make.
- O. Stock lower A-frames only. Tubular steel upper A-Frame OK. Upper A-Frame only may be relocated.
- P. Stock, solid OEM style sway bars only.
- Q. No spring loaded, rubber biscuit or hydraulic components allowed.
- R. Aluminum suspension components not allowed.

### **TEAR DOWN RULES**

- A. Officials reserve the right to tear down any car for inspection and rules compliance.
- B. Failure to comply with officials request will be cause for loss of points and money for that nights events and a 2 race minimum suspension.
- C. Only the car owner, driver, and 1 mechanic are allowed in the inspection area.
- D. A car found to be illegal shall forfeit all points and monies earned in that event.
- E. All decisions made by the officials are final.
- F. Any driver finishing on the lead lap may have a driver torn down for \$500 cash, and **THE SURRENDER OF PROTESTER'S VEHICLE FOR INSPECTION, AND TEAR DOWN PRIOR TO THE TEAR DOWN PAID FOR.** If the motor is found legal, the money goes to the claimed driver. If the motor is found to be illegal, the driver will be disqualified and the money will go to the protester.

### **TIRES AND WHEELS**

- A. Hoosier 970
- B. Mounted on 7" or 8" steel wheels only.
- C. NO SOAKING OF ANY KIND. If caught, min. of 2 week suspension.
- D. NO ALTERING TREAD FACE OF TIRE IN ANYWAY.

### **TRANSMISSION**

- A. Automatic or manual transmission. After market transmissions not allowed.

- B. Dip stick tube and the top of the transmission must be vented into one catch can mounted on the front firewall.
- C. Transmission cooler is allowed in the engine compartment only.
- D. NO DIRECT DRIVES PERIOD.
- E. Automatic transmissions must use 10" converter and working reverse gear.
- F. Manual transmission must use external clutch only.
- G. Manual transmission using stock clutch assembly must use steel scatter shield.
- H. After market multi-disc clutch assembly is allowed with addition of 50#s. Racing clutches may use SFI- rated flex plate only.

## WEIGHT RULES

All weight measurements are performed with the driver in the car and fully suited up for racing AFTER THE EVENT.

Race cars that enter the Tech garage and are placed on the scales for official weighing, "WILL NOT" be allowed to be touched by their driver or crew members during car inspection. After car rolls off the scales, the driver will remove himself from car and all non weight influenced measurements will be done at that time.

### 2012 Weights:

Stock Frame: ZERO FRAME MODIFICATION 3150 lbs 55% left- 50% rear.  
(All cars must weigh 3150 lbs. minimum base weight)

ANY FRAME MODIFICATION 3200 lbs 55% left- 50% rear.

All-Steel body is allowed a 100 lb weight break.

Simple 3-links: Add 100 lbs.

Leaf spring suspension with slider box and or panhard bar setup: Add 100 lbs.

Multi-disc clutch assembly: Add 50 lbs

\* All added weight must be painted white and securely mounted. Weight may not be mounted below the main frame rails.

### **GENERAL RULING**

All participants are subject to inspection at ANYTIME during an event. Auto City reserves the right to change, alter, modify or remove any rule to level the field of competition.

### **Sportsman DIMENSIONS**

**See diagram below.**

