

2015 SPORTSMEN

The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.

* Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

*Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to insure safety, fair competition or any other reason that may be appropriate.

*Any interpretation or deviation of these rules is left to the officials. Any decision of and by Speedway Officials is final.

*Unsportsmanlike-like conduct can carry a minimum \$100.00 fine and/or suspension. Any and all fines will be added to the point's fund at the end of the racing season.

General

A. Weight penalties will be issued for all infractions. Infractions that can be corrected by the next race will be taken care of. Those infractions that cannot be corrected will be taken care of on a case by case basis by the officials.

B. Anything not specified in the rules must be UN altered OEM stock, in original position from the Original manufacturer unless other stipulated. All parts must have stock OEM casting numbers.

C. Year 1978 to 1988 American made two or four door sedan or station wagon with a minimum wheelbase of 108". Frame and body must match. No "X" bracing allowed but may have a "K" brace front and rear but must have a minimum of a 12" separation between the two.

D. No GT type cars (i.e. Camaros, Firebirds, Mustangs or Novas). No front wheel drive or strut suspension vehicles.

E. No GT parts.

F. No anti-freeze.

G. No parts interchange between manufactures.

Engine and Drive Train

A. Engine must be for model of car used (i.e. GM in GM, Ford in Ford, etc). Year may be interchanged. Any deviations must be approved by Chief Tech Inspector.

B. Aftermarket motor mounts allowed. Engine must be installed in its original position. No setbacks permitted. (Center of fuel pump centered over drag link)

C. Engine must maintain minimum of 14" ground clearance. Cross member must remain unmodified. A arm mounts must be in stock location.

D. No aluminum engine parts except water pump and pulleys.

E. Breather and full air filter required at all times. No air boxes.

F. Unmodified 2bbl model 4412 carburetor only. No modifications except choke butterfly and shaft may be removed. Choke horn must remain unmodified. Maximum 1" aluminum spacer with no taper or beveled holes with 1 paper gasket per side not to exceed .065" in thickness.

G. Unmodified cast iron 2bbl intake manifold must meet OEM specs or Edelbrock Performer RPM Intake #7101.

H. No headers allowed. No center dump exhaust manifolds allowed. Maximum I.D. on exhaust pipe is 1 7/8". No crossover pipes. **Exhaust must run to back of driver's seat.** No flow work allowed on exhaust.

Cylinder heads:

A. Stock production heads only, must be for 350 engines only. No closed chamber heads. No aluminum heads. No Vortec heads. No angle plug heads. The following heads are not allowed. 040, 041, 186, 291, 292, 461, 462, and 492. Any questionable heads must be approved by Chief Tech Inspector.

B. Maximum compression 180 lbs. with exhaust valve disabled, all plugs removed, and carburetor in full open position, with engine on a battery charger.

C. No flow work allowed on heads, no port matching allowed.

D. Stock diameter valve springs only.

E. No oversized valves. GM 1.94" intake and 1.5" exhaust; Ford 351W & 302 2.02" intake and 1.60" exhaust. Multiple angle valve job allowed.

F. No angle milling allowed.

G. Stock rockers, stock ratio only. GM – 1.5.

H. Screw in studs, guide plates and polylocks allowed. No stabilizer bars.

Block

- A. Block may be bored a maximum of .060" over.
- B. Maximum 360 CID
- C. Stock production rods or Eagle SIR rods only. 5.7" only. Must have OEM markings.
- D. No dome or pop up pistons. Aftermarket flat topped, two eyebrow, four eyebrow or dish pistons allowed.
- E. OEM crankshaft only - #1182, 442, 514, 690, LM – 8526, 8535 permitted. Balancing allowed, no lightening, no polishing. Stock stroke only. **(52 pound minimum weight)**
- F. Aftermarket oil pan allowed must have 1" inspection plug in line with crankshaft casting number Or 100 lb weight penalty.
- G. Aftermarket hydraulic camshaft allowed. Maximum lift .284" measured at cam.

OR

GM 88958602 or 19258602 Crate Motor must run all GM specs as delivered from the manufacturer. Must have 1" inspection plug in pan.

- A. Carburetor 4412 listed above with maximum 1" aluminum spacer with no taper or beveled holes with 1 paper gasket per side not to exceed .065" in thickness.
- B. MSD Soft Touch Rev Control with 6200 RPM Chip required mounted on right side dash.

The Following engine shops are authorized Speedway rebuild/repair facilities for the Crate engine;

Coastal Machine: Pensacola, FL- 850-433-7938

Professional Engines, Mobile, Al. 251-476-4445

Only the top five drivers finishing a race, their crew chief or owner may claim a General Motors crate engine number 88958602 or 19258602 from a driver finishing the race ahead of the claiming driver. The claim will be limited to one car and must be made within 10 minutes after completion of the feature event with the cash only claim fee to the Race Director or Chief Pit Steward. The claim fee will be the current price of the General Motors crate engine number 88958602 or 19258602 plus \$100. The fee will be distributed to purchase a new General Motors crate engine number 88958602 or 19258602 for the driver being claimed plus a \$100 pulling fee. Not included in the claim are carburetor, water pump, distributor and pulleys. A claim fee will not be accepted should Speedway Officials determine the claim fee has been made on someone else behalf or the fee is from more than one party. Failure to pull and sell a claimed engine will result in the driver being claimed forfeiting all purse and points for the event and all track points for the year. The driver must also pay a \$1,000 fine prior to being allowed to compete again at Speedway.

Transmission

- A. OEM Production 3 or 4 speed Transmission's Only Automatic or Standard. High gear must be 1:1. OEM gears only (no special made gears) No Jerico Type or racing transmissions or polished parts. Transmission must match manufacturer of car.
- B. Single disc stock clutch assembly only. Minimum weight of clutch assembly is 32 pounds. Minimum diameter is 10.4".
- C. Solid magnetic steel clutches and pressure plates only. Clutches must be positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches. Clutches found not to meet this definition will be deemed illegal.

Rear Ends

- A. Stock rear end for make of car only, year may be interchanged. Any rear end that must be altered to mount is not permitted. No more than a 4.56 gear in rear end.
- B. Stock bushings only.
- C. May lock rear end by welding spider gears or mini spool. No limited slip or locker rear ends allowed.
- D. Pinion angle can be adjusted but only by drilling upper control arms at rear end.
- E. Trailing arm hole on rearend side only may be elongated and washer welded back to square rearend allowed but only 1 side and must maintain original angle.

Suspension - weight

- A. Minimum weight before and after qualifying as well as before race is 3100 lbs.
- B. Maximum left side weight 53.0% with driver in normal position.
- C. Added weight must be securely bolted in place. Dislodged weight cannot be returned to car for weighing after race. All added weight must be painted white with car number in red or black. Any lost weight will result in a \$10 per pound fine to the Driver.
- D. Front rim and wheel tilt (camber) cannot exceed 2" difference in top and bottom at wheel.
- E. Adjustable spring spacers allowed. No jacking bolts.
- F. No bump stops or suspension limiters.
- G. Claim rule will be \$125.00 per shock.

Body

- A. Stock body in stock position. No shape modifications allowed on body panels except hood and trunk lid maybe gutted. If body panel is damaged, you may leave damage, straighten or replace with OEM Type panel. **If modified with sheet metal it must look stock. Minimum window opening is 16" roof to door.**
- B. Left and right door may be hulled for addition of door bars.
- C. Aftermarket 1988 Monte Carlo replacement nose cover on G M cars. Newer styles not permitted. After market 1988 Monte Carlo rear bumper cover allowed. **Maximum nose length is 44".**
- D. All glass must be removed. Stock or Lexan windshield required.
- E. All holes in front and rear firewall must be covered with metal. No aluminum
- F. Firewall must remain stock, front and rear.
- G. Stock core support must remain in stock location or may use tubing with a minimum height of 13" from frame to top of fender.
- H. All vehicles must maintain minimum of 7 ½" ground clearance at all times.
- I. Body grommets may not be removed.
- J. Rear spoiler permitted 5"x60" centered on vehicle.

Safety

- A. Roll cage must fasten to frame on all four corners. Bar pipe size may not be smaller than 1 3/4" OD . 090 and only round seamless or black iron pipe permitted. Steel gussets are required on door bars on driver's side. Cage must have four bars both sides. Minimum halo hoop diameter is 38".
- B. Aluminum racing seat required. Must attach to roll cage, not to floor. Must have head restraint to rear.
- C. Fuel cell required. Maximum 22 gallons. Minimum ground clearance is 12".
- D. Cell must be secured with a minimum two, 1/8" x 2" steel straps around fuel cell.
- E. Working stock four wheel brakes required. No rear disc brakes. No brake bias allowed.
- F. Two drive shaft loops required within 12" of drive shaft ends. Drive shaft must be painted white. No aluminum drive shafts allowed.
- G. Window net required, must release at top left corner.
- H. Approved helmet and fire suit and gloves required any time vehicle is on racing surface. Neck collars are mandatory. Head and neck restraint recommended.

I. OBERG Fuel Valve # SV-0828 Mandatory.

Tire and wheels

- A. Steel spoke or racing wheel only, 7" maximum width, and maximum offset is 3". No spacers
- B. Hoosier 790 Tire Only. No soaking or altering of tire in any manor allowed. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. Driver must also pay a \$1,000 fine prior to being allowed to compete at Speedway. Any illegal tire, in the judgment of Speedway Officials, will be confiscated.
- C. Coleman safety hubs will be allowed on LF or RF.

The first race event @ FFS you may purchase 4 new tires. Two tires will be impounded each week there after that was raced on that event. The same tires will be used in heat races and feature events. RACE TIRES MAY ONLY BE PURCHASED ON RACEDAY BOTH TRACKS.

Protests

- A. Only drivers may protest. Protesting drivers and protested cars must have finished in the top ten and be on the lead lap. All protests must receive an approval of the pit officials. Spite protests and unsportsmanlike-like protests will be accepted.
- B. All protests must be submitted to pit officials in writing within 10 minutes of feature race completion, and be accompanied by \$250.00 CASH. The driver who wins the protest will receive \$225.00.
- C. Driver can only protest three times in one season and must wait three weeks before protesting again.
- D. Drivers or cars found illegal forfeit all points and moneys earned for the entire race meet.
- E. Refusal to comply with a protest or to tear down when instructed by Speedway Officials will result in a fine equal to protest amount, an automatic two race suspension for driver and loss of points and moneys earned for the evening. Upon returning to competition driver must agree to tear down after racing events for free.