



2024 SPORTSMAN RULES

Full tube frame cars and clip cars (stock front clip, tubing rear)

****ALL RULES LISTED IN GENERAL ALSO APPLY TO THIS DIVISION****

Visual protest must be done at least fifteen (15) minutes before feature.

Body.

- All Lucas body rules apply.
- Minimum wheelbase 103".
- Maximum spoiler height 8".
- Clip Cars (stock front clip, tubing rear) allowed. 10" maximum spoiler height.

Weight.

- Built engine or non-sealed crate – 2400 pounds. Non-sealed crate will be teched as it came from GM.
- 604 Crate Sealed – 2300 pounds
- 602 Crate Sealed – 2200 pounds

- Ford 302 (306 cubic inch or less) – 2200 pounds

Wheels.

- Fourteen inch (14") Aluminum or Steel wheels.

Tires.

- Any brand tire. Open tires on front and left rear.
- Right Rear – American Racer MD 56, Hoosier Crate 55, Spec 55, 1600 and # 4
- No chemical treating of tires allowed. Track will take rubber samples at random.

Shocks.

- No adjustable shocks allowed.
- Shock buy rules \$300 per shock.
- No coil over it, spring, etc.
- Buyer must finish in Top 3 and be on lead lap of same event to be eligible to buy shocks.

Suspension/Steering.

- Non-adjustable oil or gas shocks permitted.
- No remote reservoir or canisters.
- Stacks allowed.

Fuel.

- Racing gas or E 85 only. No alcohol. No nitrous oxide. No other fuel additives. No CHP, no MTBE.
- Track has discretion to obtain fuel samples and send to independent lab for testing at any time.

Fuel Cell.

- All fuel cells MUST be mounted inside a 20-gauge metal box supported by two (2) 1/8 x 2" steel straps mounted inside the protective structure of the vehicle.

Transmission.

- Any transmission. Must have working forward and reverse gears
- Any driveshaft. Carbon fiber strongly recommended.

Rear End.

- Any

Engine.

- All engines – Setback 6” with 1” +/- tolerance.

Non-Crate.

- Maximum 362 cubic inches
- OEM or aftermarket blocks. Aftermarket blocks must have standard cam location and OEM cam journal size. Max bore is 4.070”
- Crank must be a minimum 48 pounds including crank gear. 3.480” stroke GM. Ford may run 3.4 stroke “347” 48 pounds minimum crank weight. 351W 3.50 stroke. With a rod journal minimum diameter of 2.100” Cranks may be turned up to .030” for crank repair.
- Steel rods only.
- Flat top pistons only with .927” minimum wrist pin diameter. Must have rings in minimum 3 grooves. Small block Chevy/Ford aftermarket heads ok. Ford may run N head. No raised runner heads. No aluminum heads. No porting, polishing, shot blasting or acid etching allowed. No exceptions. Heads must be 23 degrees GM. Ford 11 degrees with ½ degree tolerance. Heads may be flat or angle cut.
- OEM heads may be ported and angle cut.
- Steel or stainless steel only. No titanium valves. Maximum intake size 2.020” with a minimum weight of 109 grams. Exhaust 1.600 94 grams. 1 1/32 stem only. Stud girdles ok. No shaft mount rockers. Flat tappet cams only. No ceramic lifters.

- .842 lifter bore size only
- No raised cams, OEM journal size only.
- No external oil pumps.
- No aluminum oil pans.
- Rear mount fuel and steering mounts permitted.
- Any intake allowed.
- One 4150 series carburetor only. Must be needle and seat type.
- 2" maximum carburetor spacer allowed.
- MSD boxes and distributors are ok to use.
- No Tri-Y headers.
- No Titanium parts are allowed ANYWHERE.

GM 604/602 CRATE ENGINES

- Sealed or not must be as they came from GM.

Protest.

- All protest procedures are listed in the General Rules.

Protest Fees.

- \$900 complete tear down for built engine or unsealed crate
- \$1200 for complete tear down sealed crate engine.
- \$400 – remove 1 head – check head bore and stroke, valves and head
- \$150 cubic inch (P & G)
- Track retains 30%

Miscellaneous.

- Raceceivers are MANDATORY at ALL times a race car is on the track. Any driver without an operating raceceiver on their person will be sent to the pits. No exceptions.
- Transponders are MANDATORY during heat races, qualifying, and/or features. Any car rolling onto the track without a transponder will be sent to the pits.