

## 2019 Limited Sportsman Rules

### Chassis and Body Specs

1. Any American made metal bodied car or truck. No vans, trucks, jeeps, convertibles, t-tops, 4-wheel drive, or station wagons allowed. Rear wheel drive only.
2. Stock chassis and stock snout/tube rear cars are allowed. A sub-frame connector may be used to tie the uni-body chassis together. May use round tube or square tube chassis.
3. Must maintain a minimum 104" wheelbase.
4. You may run stock or aftermarket bodies. Body components must be made of magnetic steel or aluminum, unless otherwise stated. If you run an aftermarket or manufactured body, it must conform to the Late Model style body specs.
5. Boxed in interiors are permitted. May run an encased driver's compartment or cockpit area. You may run an aftermarket replacement metal floor pan on the stock chassis. The firewalls may be altered or replaced with metal.
6. Rear bumper bars must not extend past the centerline of the tires and must be capped and sharp edges grounded off. You may use an aftermarket front nosepiece. It does not have to match the chassis/engine being used. No open rear ends. An 8" minimum solid filler panel is required. It must be perpendicular with the ground and stationary. No opening at the top and a ½" maximum opening on the sides of the panel.
7. No windshields. You must have five protective bars on the driver's side. They must be between 4" and 5" intervals. They must be magnetic steel. No front side door windows allowed. You may fill in rear side openings, both sides must be equal whether solid or open.
8. Must have the make of car and the required weight on the hood or front fenders.

### Suspension Specs

9. A collapsible steering shaft is recommended with a quick release steering wheel. You may use the stock steering box or a rack and pinion steering.
10. The stock lower A-frames may not be cut or modified, except for stronger ball joints and suspension bushings. You may run aftermarket upper A-frame and mounts, spindles, rotors, brake calipers, and tie-rods. Wide 5 hubs permitted.
11. Screw jacks, wedge bolts, shims, or adjuster cups permitted on the front or rear coil springs, must be a minimum 4.5" in diameter and must bolt in the original position.
12. May relocate the front shocks. No coil-over, adjustable, or remote reservoir shocks allowed on the front or rear. No Schrader or bladder type valve allowed. May use bumpers or stops. One shock per corner maximum.
13. Adjustable shackles, lowering blocks, or sliders permitted with rear multi leaf springs. May use OEM stock type rear long truck trailing arms, but they may be reinforced. The upper trailing arms

may be modified for pinion angle. The lower trailing arms must be equal length on each side and non-adjustable. The trailing arm system must use minimum 4.5" diameter rear coil springs.

14. A 3-link rear suspension system will be permitted. The lower links must be fixed from heim joint to heim joint, no spring loaded link bars allowed on the lower links. Rubber or spring loaded top link is permitted. The top link may be adjustable. May use a panhard bar or J-bar with the 3-link system. Rear coil-overs permitted with the 3-link system. Single spring only, no stackable springs.
15. No 4-link suspension system. No adding of additional suspension devices, including bird-cages. No other adjustments allowed: this includes reece bar, lift bar, 5<sup>th</sup> arm, and shock on the top of the rear end.
16. You may run rear disc brakes, aftermarket pedal assemblies, proportioning valves, and right front shut-off. Removal of the right front brake assembly is allowed, but must have working brakes on the other three wheels.
17. Any 10" wide X 15" maximum steel wheel. Bead lock rims permitted. Safety beads required on all wheels. 1" lug nuts recommended. May use foam mud plugs or plastic wheel covers. No metal or aluminum wheel covers.
18. The only tires allowed for competition are the American Racer SD48 or Hoosier 1350 on all four corners. You may use the American Racer MD53, MD56, Hoosier 1450, 1600, or D70 on the right rear only. No chemical alteration of any kind.

### Weights and Provisions

19. Cars must weigh 2800 pounds minimum with the driver after the race, unless a weight penalty is assessed. **Must add 100 pounds with the 3-link suspension system and coil-overs.**
20. Racing fuel only. No alcohol or additives.
21. Cars will be inspected for tech and safety items prior to competition. Tech official will have the final approval.

**\*\* Acceptable chassis, body, or suspension infractions will result in up to a 50 pound weight penalty in the area of the infraction. All infractions are not acceptable, tech man's discretion.**

### Engine and Drivetrain Specs

22. Maximum C.I. is 365.
23. The #1 plug must be in-line or in front of the lower ball joint. You may run solid motor mounts, but they must be stock size. No lowering of the engine.
24. Zero decking allowed on the block. No Bowtie blocks allowed. Must be a factory production steel block.

25. Must be a stock stroke crankshaft. Crankshaft, rods, and rod bolts may be stock or aftermarket. Chevrolet must have a 3.480 stroke. Any clutch and flywheel.
26. Any flat top piston. No dome top pistons.
27. Any stock production steel head, no porting or polishing. Factory production Vortec heads allowed. No angle plug heads on GM cars. May angle mill the heads, must be with-in three degrees of factory stock. No cutting inside the valve pocket. May match port the intake runners ½" maximum. The following is a list of acceptable equal stock replacement cylinder heads: (may use an alternate part # if equal specs, this must be discussed with tech officials before the driver's meeting for verification)( may angle mill the aftermarket heads, but no other alterations)  
General Motors : Dart # 10321111P ---- or ---- World Products Sportsman II # 011250-1  
Ford : Dart # 13301111 ---- or ---- World Products Windsor Sr # 053040-1  
Ford Racing Sportsman #M-6049-N-351  
Chrysler : W-2 cast-iron ---- or ---- Magnum Port Swirl cast-iron
28. May cut the spring pocket for bigger valve springs. Maximum valve sizes are 2.020 intake and 1.600 exhaust.
29. Any cam, may be hydraulic or solid. No mushroom lifters. Roller rocker arms permitted. Roller cams are not permitted. Rocker studs may be pinned or screw-in type with push rod guide plates and stud girdles. May use poly locks or stock nuts.
30. No dry sump oil system, wet sump only. May relocate the oil filter and run an oil cooler.
31. Any intake, but can't be ported or polished. No spacer allowed between the head and the intake. May angle mill the intake to match the heads. No dual gasket on the intake.
32. Any two-barrel bowl type Holley carburetor. Maximum 1" spacer/adaptor allowed to fit the carburetor to the intake. May run a four-barrel 650 CFM Holley carburetor, part # 4777 or equivalent. On the 650, no modification except for choke housing, main jets, and power valve.
33. Battery type ignition only. No magnetos. May run an aftermarket ignition system. Must have an operable starter in working condition.
34. Any headers or exhaust manifold permitted. Exhaust must exit the rear of the manifold. Track approved mufflers must be used.
35. May use the sealed GM 604 crate engine with an approved carburetor.
36. Transmission and differential may be stock manufactured OEM production or aftermarket. The transmission must have a minimum two forward gears and one reverse, plus neutral position. Bert, Brinn, or equal allowed. Drive shaft must be magnetic steel. You may weld the rear end gears or run a spool, but no other aftermarket devices.
37. You may run a Ford 9" floater or GN style 10 or 12 bolt rear end, must be steel housing and tubes. A magnetic steel tube quick change rear end will be permitted.
38. All cars must have a scatter shield and/or approved bell housing.