

# **MIS Area SPORTSMAN RULES**

**CAR ELIGIBILITY**--Any 1960 or newer American-made non-convertible passenger car ) with wheelbase over 108-inches (Ford and Chrysler over 104-inches) allowed. El Camino, Ranchero bodies allowed.

**WHEELBASE AND TREAD WIDTH**--Wheelbase must be within 1-inch of stock. Maximum tread width 63-inches, measured center to center of tires at spindle height (front and rear).

**GROUND CLEARANCE**--Minimum ground clearance 4 3/4" at any point including spoilers, scoops, and mufflers, except front cross-member, which is 2 3/4" (**with driver**).

**CHASSIS**-- GM chassis must retain original wheelbase. Ford/Chrysler may use GM Metric frame. Complete stock steel frame or unit-body must be retained to a point 6" behind center of rear axle. Replacement with square tubing allowed rear of that point. Front stub and rest of frame must match. Minimum frame height 4 3/4" (**with driver**).

**ROLL CAGE**--All cars must have a well constructed, properly welded and gusseted 4 or 6 point roll cage made of minimum 1 3/4" .090 wall tubing or equivalent. Roll cage must have four uprights properly welded to frame. Right side of roll cage may not be located inboard more than right rails of front and rear stubs. Main roll hoop must be behind driver and be reinforced with a full x-bar configuration. Cage must be reinforced from left to right with bars under the dash, along floorboards, and behind driver in main roll hoop. At least two bars must extend from main roll cage rearward to frame kick-up or beyond. A minimum of four equally spaced horizontal bars required in driver's door, three in passenger side door. Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect bottom door bar to frame rail. All welds in cage and door structure must be gusseted. Driver's foot protection bar required. Left side door bar deflector plates of at least 1/8" steel required. Front hoop must connect to front roll cage uprights. Unit-body roll cage construction: contact competition director for guidelines.

**SAFETY BELTS & HELMET**-- Belts must be dated 2004 or newer. Helmet must be Snell SA 1995 or newer.

**INTERIOR**--Steel firewall and floorpan required. Passenger side interior can be tinned over from top of driveshaft tunnel to passenger side door bars. No radios allowed.

**SPINDLES, HUBS, STEERING**--Stock unaltered spindles, hubs, and steering components required. Coleman steel hubs allowed. No lowered spindles. Heim joints allowed on outer tie rod ends. Fabricated steering column must incorporate 2 U-joints.

**SUSPENSION**--Any stock appearing steel spring that fits in original mount in original position allowed. One steel non-adjustable, non-rebuildable shock, with

welded bearings (both ends) , with a maximum MSRP \$85, per front wheel, mounted outboard of spring. Stock location (inboard) front shocks may be used with lower mounts extended 1". Screw Jacks allowed at front and rear springs. All other components must remain stock and in stock location, except where otherwise stated. Lower A-frames may have bushings replaced with steel insert type. Rear Control link rubber bushings may be replaced with non-metallic stock replacement parts. Tubular upper A-frames with bolt-in ball joint allowed, (may relocate frame mount). No monoball, heim joints or clevis' permitted on suspension components. Stock front, solid (non-tubular) passenger car stabilizer bar mounted in stock position on frame allowed. Frame mounted stabilizer adjusters allowed. No heim joint shocks allowed in rear. Rear shock upper mount must be in stock location, lower mount be extended down 2". No lift bars or traction devices. Rear control arms must remain stock for that year and model chassis.

**BRAKES**--Four-wheel brakes required at all times. Master cylinder and pedals must remain in stock location. **The Howe stock replacement caliper is the only non-OEM brake caliper allowed (see weight Rule).** No "made for racing" components allowed. Drilled rotors not allowed (except stock replacement). One OEM brake bias adjuster (proportioning valve) allowed.

**MID SIZE GM METRIC CHASSIS**--Lower right A-frame may be 1" longer than stock. Coleman steel hubs or full size GM spindles allowed. Steering center link modifications (to improve bump-steer) allowed. Any stock production rear end allowed, provided that lower control arm/shock mount locations remain in the stock position for the metric chassis. Aftermarket or S-10 axle required on right side of metric rear ends.

**FUEL & FUEL CONTAINER**--Fuel cell required. Fuel cell must be located in trunk between frame rails as far from rear bumper as possible. If trunk floor is removed, it is required to install two 2" square tube cross members to the rear frame rails. One in front of and one behind the fuel cell. Mounting must use 1" square tubing. Minimum 11-gauge container around fuel cell required. Bottom of fuel cell must be at least 10 inches from ground. ASA bar required and must extend below bumper and be triangulated back to main frame. All vents must be valved. Filler tube extensions not allowed. Inlet cannot be on right side of cell. Outlet must be on top. All fuel cells and associated protection bars will be vigorously inspected. Steel fuel lines must be located outside driver's compartment. Gasoline only.

**WEIGHT**--Minimum total weight is 3100 # including driver, 52% front axle, and 42% right side. **Add #25 for non OEM brake calipers.** All weights must be properly anchored to, but not below bottom of frame rail, outside driver's compartment. Ballast must be painted white and lettered with car number.

**WHEELS & TIRES**--Aftermarket made for racing, steel wheels, 8-inch maximum width required. **No bleeders allowed.** Goodyear D2462/D2663 8-inch tire will be available at the track. The D2462 are left side tires only. For

Qualifying and Feature events all tires must have no more than 6/32" of tread and show wear (approximately 20 laps on right side tires).

**ENGINE LOCATION**--GM engines must be located so that the furthest forward spark plug is in line with or ahead of axle centerline, all others allowed a 2-inch set back. Minimum crankshaft centerline height 10 1/2" (front and back). Max offset (right to left) 3".

**ENGINE**--Engine must be of same manufacturer as chassis and body. Maximum of two valves per cylinder. No aluminum blocks or heads. Maximum displacement 362cid (Chrysler products 373cid). All engines must meet the following specifications regardless of manufacturer: Stock or stock replacement cast iron unaltered heads required with **NO** angle milling, porting, polishing, acid dipping, or gasket matching. The only stock replacement heads allowed are World Products SR I052 #4266B and #4267B. Maximum valve size: 2.02-inch intake and 1.6-inch exhaust. Valve spring retainers are the only titanium parts allowed. Flat top pistons required. A minimum of zero deck height required. Maximum 10.8 to one compression ratio. Magnetic steel connecting rods only. Honda journal rods not permitted. No Bowtie, Vortec or 18-degree heads allowed on GM products. Production type steel crankshaft with normal configuration counter weights required. A 3/4"NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required. OEM type, mechanical fuel pump, in original location, required.

**CAMSHAFT & IGNITION**--Hydraulic cam/lifters only. Absolute maximum lift at valve: GM-.490 inch, Ford/Mopar-.520 inch. Roller tip rocker arms allowed, but must retain original pivot type (ball & socket). No solid lifter or roller cams allowed. Stock type (HEI) ignition components only. Any coil permitted. Firing order may not be altered. No MSD boxes or dual-point distributors.

**CARBURETOR**--Stock unaltered 500 CFM Holley 4412 2 bbl. or 1 3/8" Rochester. \$300 claim on any carb at any time (after racing event) by any competitor in Sportsman Division or management. No alterations except removal of choke "Butterfly" allowed. 1 1/2" (1.50") maximum adapter/spacer plate(**gasket included**) allowed. Double return springs. Air cleaner required to act as flame arrestor. No air induction boxes or ram air units allowed. Steel or **steel braided** fuel lines required, **metal** fuel filter required. No **Dorton 003-0 carbs or HP metering blocks allowed**. Must use stock Holley 4412 metering block without modifications.

**INTAKE & EXHAUST MANIFOLDS**--Completely stock passenger car 2-bbl. cast iron intake and exhaust manifolds required. No grinding, polishing or altering allowed. No Bow-Tie manifolds. Internal heat riser crossover must remain in place. Center dump and log style manifolds allowed. Max exhaust manifold inside diameter 2-1/16-inches. No cast iron header style exhaust manifolds allowed.

**EXHAUST SYSTEM**--Maximum diameter 2 1/2" before collector and/or

muffler, 4 1/2" maximum diameter behind muffler. Exhaust must exit left or rear (not right side) and behind driver. Effective mufflers required. Collector or muffler must not be located forward of transmission. 100-decibel limit measured from front row of bleachers. No car expelling flame, smoke or backfiring allowed.

**DRIVESHAFT**-- Minimum diameter 2 1/2" steel driveshaft required. Driveshaft must be painted a bright reflective color. Safety hoop required on front half of driveshaft. Driver must be protected from driveshaft entering into driving compartment.

**REAR END**—Rear end must be stock for that make of car or Ford 9" allowed, unlocked or locked by welding or spool only. Rear drum brakes required.

**BATTERY**--Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12 volt system.

**RADIATOR**--Any metal radiator that does not alter the exterior appearance of car allowed. Fan protection (20 gauge minimum thickness) required. Overflow tank located under hood required.

**TRANSMISSION**--Stock automatic transmission with operating 11-inch minimum diameter torque converter. Torque converter post-race inspection will occasionally be required. Option 1; install drain plug in torque converter. Option 2; remove torque converter for detailed inspection. All forward and reverse gears must operate. Transmission overflow bottle required, No rubber transmission lines, transmission cooler not allowed in driver compartment.

A manual stock OEM transmission will be permitted. All gears must be operable, no 5-speed transmissions, no straight cut gears or gun-drilled main shafts, no lightening of gears on main shaft. Manual transmissions must utilize stock all steel type pressure plate and steel or cast iron flywheel (min. 15.5 pounds). Clutch disc must be minimum of 10" diameter with stock full fiber disc. Manual transmission must run scattershield or steel bellhousing.

**CRATE ENGINES**--GM Crate motor (P/N 88959602) allowed with Holly 650 carburetor (P/N 80541-1) GM specifications and inspection procedures will be followed. Weight adjustments may be made to retain competitive balance. Crate engines are allowed to run headers, maximum MSRP **\$200**.

**FORD AND CHRYSLER EXCEPTIONS**--Ford and Chrysler will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition.

**FRONT WHEEL DRIVE EXCEPTION**--A front wheel drive platform will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition.

**TOW HOOKS**--Tow hooks on front and rear required. 1/4" cable has proved inadequate

**BODY AND APPEARANCE**--All cars must remain stock appearing with complete fenders, quarter panels, doors, roof, hood and trunk lid. Stock steel roof with A, B, & C posts required. No front wheel drive body styles allowed

(Lumina-Taurus-Avenger, etc). Stock steel or professionally built **metal** bodies required. Bodies cannot be shortened, chopped or channeled, light moldings and stock appearing metal grill required. All doors must be welded shut. Stock hood with reinforcements removed or fiberglass hood required. Hood latch must be removed. No multi-plane spoilers. Maximum spoiler length 5". Maximum spoiler width 60". Spoiler may not extend outside body by more than 1-inch. No wings or skirts allowed. No air scoops or holes in hood allowed. Filler panels painted with reflective colors required. Front and rear bumpers must appear stock. Bumper ends must be capped or connect to body. **Professionally appearing and attractive grill/radiator opening required. All aftermarket nose pieces must match make (GM on GM, Ford on Ford) of body.** Stock or Lexan windshields required, all other windows (if used) must be of Lexan. Sunroofs must be closed in with **steel sheet metal**. Body must be within 2" from outside of tires. **TEAR DOWN CLAIM--**For a fee of \$500 any Sportsman class driver may request to have the head, intake, exhaust, and carburetor removed for inspection. If found legal, \$300 is awarded to the one inspected with \$200 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won that night. Officials can require intake, carburetor, exhaust manifolds, and heads be removed and cc'd for acid dipping or other modifications. If components are found to be illegal they will be confiscated and destroyed. If found to be legal the owner may receive \$100 allowance for gaskets.

Amendment to Sportsman Rules:

#### BODY AND APPEARANCE

Front wheel drive body styles will be allowed to compete with the following conditions:

1. must be approved by MIS officials
2. must not have an aerodynamic advantage, as deemed by MIS officials or a weight penalty may be added
3. must not resemble a "late model" stock bodied car.