

2012 MIS SPORTSMAN RULES

1-17-2012

The Guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of MIS officials, whose decisions are final.

MIS may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

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1. SEATS- Approved aluminum driver's seat required. Seat must be fastened to frame/roll cage and located so that the centerline of the seat is at least 15" from driver's door bars. Properly installed headrest support required. Rib rest must remain flexible. Shoulder supports on right and left sides of seat and head support on right are required.

2. SAFETY BELTS-- Belts must be dated **2008** or newer with min. 3" wide lap belt and shoulder harness. Submarine (crotch) strap required. Belts must be anchored to roll cage or frame. Belt anchorings must swivel or be bolted solid pointing in same direction as when driver is belted in. Grade 5 bolts and hardware required. Shoulder harness must not be anchored lower than 2" below drivers shoulder height. 6-point belts (double crotch strap) are recommended.

3. DRIVING COMPARTMENT-- Driver's compartment must be completely sealed off from engine compartment and fuel container and must be constructed to allow access to driver from right side by emergency personnel. Padding required around driver including steering post. Securely mounted fully charged fire extinguisher with visible dial type gauge required, fire systems recommended. Ribbon or mesh type window net with seat belt buckle release required. Window net must be permanently mounted to driver's door bars with buckle toward front roll cage upright and near roof. Clearly labeled push-pull or toggle type kill switch accessible from either side of car required. No suspension components including stabilizer bar can be adjustable from the driving compartment.

4. DRIVER'S ATTIRE- Approved fire retardant driving suit and gloves, eye protection and a Snell SA **2005** (SFI 31.1 **2005**) helmet or newer required, (Snell M helmets not allowed). Head & Neck restraints and fireproof shoes recommended. **MIS officials will inspect items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain and update his safety equipment.**

5. CHASSIS ELIGIBILITY--Any American-made passenger car with factory wheelbase over 108" (Ford & Mopar 104").

6. WHEELBASE AND TREAD WIDTH-- Wheelbase must be within 1" of stock. Maximum tread width 63 1/2", measured center to center of tires at spindle height (front and rear).

7. GROUND CLEARANCE--Minimum ground clearance 4 3/4" at frame, except front cross-member, which is 2 3/4" (with driver). Nosepiece ground clearance is 5 1/2" and also is listed in body and appearance section.

8. CHASSIS-- Chassis must retain original wheelbase. Complete stock steel frame 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.

9. 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" x .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 contain a diagonal bar. Cage must be reinforced from left to right with bars under the dash 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 4 equally spaced horizontal bars required in driver's door, 3 in passenger side door. Door bars must be connected with a minimum of 2 equally spaced vertical bars. 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. Uni-body cars not allowed.

10. INTERIOR--Steel firewall and floorpan required on driver's side, (foot box style is OK). Passenger side interior can be tinned over from top of driveshaft tunnel to passenger side door bars.

11. SPINDLES, HUBS, STEERING--Stock unaltered spindles, hubs, and steering components required. Coleman steel hubs allowed, (see note about brake rotors in section 13). No lowered/drop spindles. Heim joints allowed on outer tie rod ends only. Fabricated steering column must incorporate 2 U-joints.

12. SUSPENSION--Any stock appearing steel spring that fits in original location allowed. One steel non-adjustable, non-rebuildable shock per wheel, with welded bearings on both ends, (exception – allowed is Pro WB with welded bearing only on one end) with a maximum MSRP \$85. Shocks may be impounded after any race event for dyno testing to ensure that stock valving is maintained. Screw Jacks allowed at front and rear springs. Lower A-frames may have bushings replaced with steel insert type. Rear control arm bushings must be stock style and design, **full width** poly or rubber, (no heims or spherical bushings). Aftermarket rear control arms allowed, stock fixed length only. Tubular upper A-frames allowed, (may relocate frame mount). No monoball or heim joints permitted on suspension components. Aftermarket hollow sway bar allowed, (no spline type). Frame mounted sway bar adjusters allowed. Rear shock upper mount must be in stock location, lower mount may

be extended down 2". No lift bars or traction devices. Rear control arm mounting locations on frame, (uppers and lowers) must remain stock, except metric exception below. No independent rear suspensions. All other components must be stock/stock location, except where noted.

13. BRAKES--Four-wheel brakes required at all times. OEM style 2 stage master cylinder req'd. The Howe steel stock replacement caliper is the only non-OEM brake caliper allowed. No "made for racing" components allowed, except brake pads and brake rotors. **Drilled, vented, J-hooked or directional vane rotors not allowed.** One brake bias adjuster (proportioning valve) allowed. Rear drum brakes required. Rear disk brakes allowed on visiting cars only, with a maximum of two points nights and a 50 lb. weight penalty.

14. MID SIZE GM METRIC CHASSIS EXCEPTION--Lower right A-frame may be extended 1" between spring pocket and ball joint. 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. Upper control arm mounts on frame may be raised. Aftermarket axle required on right side of metric rear ends.

DCA fabricated 108" Metric Perimeter Frame is approved by MIS for use in competition, and must follow the following rules: All suspension mounting points must match GM locations except: the rear upper control arm mounts are allowed to be raised from stock a max. of 1", and the front upper control arm mounts can be moved. As above in #14: tubular upper control arms, lower right front A-frame extended 1", full size GM spindles, steering center link modifications, and any stock production rear end, all allowed. Roll cage must be of full width design, and mount to perimeter frame rails. Adding this front stub to an existing stock frame may be allowed - call MIS first. Other manufacturers need prior approval.

15. FUEL & FUEL CONTAINER--Fuel cell required. Fuel cell must be located behind rear axle between frame rails as far from rear bumper as possible. Minimum 11-gauge (.120") container around sides and bottom of fuel cell required. Bottom of fuel cell must be at least 10" from ground. ASA bar required and must extend below fuel cell and be braced 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. Steel or made for racing fuel lines only, must be located outside driver's compartment. Gasoline only.

16. WEIGHT--Minimum total weight is 3100 lbs with driver, 52% min. front axle, and 42% min. right side. GM 602 crate motor will run at 3100 lbs. 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.

17. WHEELS--Aftermarket made for racing, steel wheels required, 8" maximum width. No bleeders allowed. Studs must be long enough for threads to show on outside of lug nuts. No wide five wheels.

18. TIRES--Hoosier 790 will be the track tire, and will be available at the track.

19. ENGINE LOCATION--GM engines: center of #1 spark plug hole in line with or ahead of axle centerline, all others allowed a 2" set back (1/2" tolerance). Min. crankshaft centerline height 10 1/2" (front and back). Max offset (right to left) 2".

20. CRATE ENGINES--GM Crate motor (P/N ...602) with Holly 650 carburetor (P/N 80541-1) and no carb spacer is the only crate engine allowed, (no Ford or Mopar). **MIS reserves the right to pull any crate motor for dyno testing.** Must run stock style HEI distributor with coil in cap. Headers allowed, maximum MSRP \$225, (no stepped or 180 degree). Crate engines will not be allowed to be freshened, (buy new instead). Repairs may be made, will be handled on a case by case basis. Work will be performed at REDI in Madison or THE ENGINE SHOP in Waterloo only. MIS tech personnel will be on hand at time of motor disassembly and make a decision as to what will be allowed. Oil pan inspection plugs required, must be installed in the presence of an MIS tech official at an agreed upon location. **New crate motors purchased under MIS guidelines and sealed prior to delivery will not require oil pan inspection plugs.**

21. ENGINE--Body and engine manufacturer must match, (some exceptions allowed with GM crate motor, call MIS tech officials for prior approval). Maximum of 2 valves per cylinder. No aluminum blocks or heads. Maximum displacement 362cid. All engines must meet the following specifications regardless of manufacturer: stock or stock replacement cast iron unaltered heads 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, PBM Thunder head #167270 with 170cc intake runner, or Dart Iron Eagle SS – part number 10024266, 10024267, straight plug with 165cc intake runner. Maximum valve size: 2.02" intake and 1.6" 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 1 compression ratio. Magnetic steel connecting rods only. Honda journal rods not permitted. No Bowtie, Vortec, angle plug 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, 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.

22. CAMSHAFT & IGNITION--Hydraulic cam/lifters only. Maximum lift at valve for all engines is .490". This is determined as follows; max cam lobe allowed is .326" and must be matched with 1.5 or smaller ratio rocker arms, (ie: .326" x 1.5 = .490" lift). 1.52 ratio rocker arms are only allowed with cams with a maximum lobe of .322" (ie: .322 x 1.52 = .490" lift). 1.6 ratio rocker arms are only allowed with cams with a maximum lobe of .306" (ie: .306 x 1.6 = .490" lift). Rocker arm ratio will be determined using tech tools chosen by MIS officials. Examples listed are for GM, other manufacturers will be determined using similar calculations. Roller tip rocker arms allowed, but must retain original pivot type (ball & socket). No solid lifter or roller cams allowed. Stock type ignition components only. Any coil permitted. Firing order must be stock. MSD boxes, dual-point distributors, computer controlled or crank fired ignitions not allowed.

23. FORD EXCEPTION--May run aftermarket cylinder head - World Windsor Jr. cast iron with 180cc intake runner. 351C heads allowed only on 351C blocks. Intake manifolds allowed are Edelbrock Performer RPM, #7121 for 302 and 7181 for 351W. Adjustments to these rules may be made at any time in order to maintain competitive balance.

24. MOPAR EXCEPTION--Max. displacement 373 CID. **W2 cylinder heads not allowed.** Stock shaft style rocker arms only. Intake manifold allowed is Edelbrock Performer RPM #7176. Adjustments to these rules may be made at any time in order to maintain competitive balance.

25. CARBURETOR--500 CFM Holley 4412 2 bbl. required (Dorton HP is OK). No alterations except removal of choke "Butterfly" allowed. 1 5/8" maximum adapter/spacer plate (gaskets included). No tapered spacers. No part of spacer may extend into intake manifold. If spacer consists of more than one piece, all holes in each piece must match in size and configuration. Double return springs. Air cleaner required. No air induction boxes or ram air units allowed. Front half of air cleaner may be shielded from heat intake. Steel or made for racing fuel lines only. Metal fuel filter only.

26. INTAKE MANIFOLDS--Completely stock passenger car 2-bbl. cast iron or Edelbrock Performer #2101 or Performer RPM #7101. No grinding, polishing or altering. No Bow-Tie or cast iron 4-bbl manifolds.

27. EXHAUST MANIFOLDS--Stock cast iron exhaust manifolds required, with no grinding, polishing or altering. Center dump and log style manifolds allowed. Max inside diameter 2 1/8". No cast iron header style exhaust manifolds allowed.

28. EXHAUST SYSTEM--Maximum diameter: 2 1/2" before collector and/or muffler, 4 1/2" behind muffler. Exhaust must exit left or rear (not right side) and behind driver. Effective mufflers required. Collector or muffler must be located rear of engine. 100-decibel limit. No car expelling flame, smoke or backfiring allowed.

29. DRIVESHAFT-- Minimum diameter 2 1/2" steel only, painted a bright reflective color. Safety hoop required on front half. Driver must be protected from driveshaft entering driver's compartment.

30. REAR END—Rear end must be stock type, (GM, Ford 9" etc), "open" or locked by welding or spool only. No quick changes. No floater rear-ends. No aluminum center sections. A 3/4" plug should be installed in rear cover above oil level, or in housing of 9" Ford, to allow for inspection. (No plug will require cover or pumpkin removal.)

31. 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.

32. RADIATOR--Any metal radiator allowed. Fan protection required. Overflow tank located under hood required.

33. TRANSMISSION--Stock automatic transmission with operating 11" min. diameter torque converter. Torque converter inspection may be required by draining thru plug or removing. All forward and reverse gears must operate. Transmission overflow bottle required. Rubber lines allowed at transmission cooler connection only. Transmission cooler not allowed in driver's compartment. A manual stock OEM transmission allowed. All gears must operate. No 5-speed transmissions, straight cut gears, gun-drilled main shafts, or lightening of gears on main shaft. Manual transmissions must utilize stock type all steel pressure plate and steel or cast iron flywheel (min. 15.5 pounds). Clutch disc must be minimum 10" diameter and full fiber disc. Manual transmission must run scattershield or steel bellhousing.

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

35. BODY AND APPEARANCE--All cars must remain stock appearing with complete fenders, quarter panels, doors, roof, hood and trunk lid. No "late model" appearing bodies allowed. Body must resemble any American made passenger car that came with a factory wheelbase over 108" (Ford and Mopar 104"). El Camino and Ranchero bodies allowed. Also allowed are "retro" body styles Dodge Challenger, Chevy Camaro, and Ford Mustang.

Stock steel roof required from the following list:

1970-1988 Chevy Monte Carlo

1990-1994 Chevy Lumina

1958-1985 Chevy Impala

1964 and up Chevy Chevelle

1973-1987 Buick Regal

1964-1988 Olds Cutlass

1962-1987 Pontiac Grand Prix

1985-1988 Ford Thunderbird

1958-1985 Impala and related Buick, Olds, Pontiac

Other steel roofs may be allowed, call MIS tech officials for prior approval.

Five Star Bodies fiberglass roof for a 1978 to 1988 Monte Carlo will also be allowed.

If questions about bodies and styles, call MIS tech officials.

Stock steel or professionally built metal bodies required. Plastic or fiberglass fenders, doors, or rear quarters not allowed. Headlight moldings and stock appearing grill required. Fiberglass nosepieces not allowed. Approved aftermarket plastic nosepieces allowed only from the following list: 1988 Monte Carlo, 1988 and 1997 Thunderbird, 1997 Regal, 1997 Cutlass, and 1994 Lumina. No other nosepieces allowed without prior permission. Ground clearance: at nosepiece 5 1/2" min., and at rocker panels 4 3/4" min., with driver in car. All aftermarket nose pieces must match make (GM on GM, Ford on Ford) of body. Stock hood must have reinforcements removed. Fiberglass hood allowed (no light weight). No multi-plane spoilers. Spoiler: max. height 5", max. width 60" and may not extend outside body by more than 1". No forward facing air scoops or holes (except for pins) in hood allowed. Filler panels painted with reflective colors required. Bumper ends must be capped and not extend past body. Stock or Lexan windshields required, all other windows (if used) must be of Lexan. Sunroofs must be closed in with sheet metal. Body must be within 2" of outside of tires. 1" square rub rails allowed, mounted within 3" of ends & ends must be tapered and capped. **MIS wants to promote our drivers as much as we can, and to aid in this process we recommend that the driver's name appear on the rocker panels.**

36. TRANSPONDER: Required. Install no more than 12" above track surface, with unobstructed view of track and arrow pointing down. Location is mandatory: 165" from front edge of car to center of transponder. Rental units available at the track.

37. CHAMPIONSHIP POINTS: Your final finishing position will be determined after all applicable cars have passed thru tech. Drivers finishing behind disqualified drivers will have their finishing position adjusted upward, and points and money will be awarded based on that result.

38. TEAM DRIVING: will be allowed, maximum of three drivers per team. Championship points will be awarded to this team using the same rules as for individual driver teams. Teams wishing to do this must register as such with the promoter before the third point night of the racing season. Each driver must race a minimum of three nights.

39. MIS MEMBERSHIP: Awards at year end are based on championship points earned throughout the racing season. To be eligible for a championship and / or point fund money, a driver must purchase a MIS membership and compete a minimum

of 75% of the points events. Cost for this is \$75 for sportsman drivers, and also grants you a \$5 discount on pit passes. Crew members can also purchase a membership for \$50, which also grants you a \$5 discount on pit passes.

40. RADIOS: Two way communication between driver and pits is not allowed. **One way “racecievers” will be required. This allows for track personnel to talk to entire field to aid in line ups. They may be available at the track for rental.**