

Sunset Speedway 2011 Sportsman Rules

1. COMPETING MODELS:

- A. Limited to American-made rear-wheel drive cars. No station wagons, convertibles, 4-wheel drive, jeeps or rear-engine cars allowed. Full size trucks will be allowed to compete in the sportsman division as long as they comply with CCRA sportsman rules.
- B. Wheel base to be stock for make and model of car with minimum wheelbase of 101".
- C. Minimum frame height of 4".
- D. Maximum width whether sheet metal, bumpers or outside edge of tires 84".
- E. Minimum weight of 3000 lbs with driver. 57% left side weight with 1% tolerance. No top off (as it comes off the track).

2. BODIES:

- A. Aftermarket bodies must run stock appearing nose. Rear end must be fully enclosed with bumper covered. No wedges.
- B. Fiberglass, rubber glass, or aluminum optional.
- C. All edges must be rolled in.
- D. Stock type factory bumpers, front and rear. Front and rear bumpers must be strapped to fenders. **NO COW CATCHERS ALLOWED OUTSIDE SHEET METAL FRONT AND REAR.** All stock bumpers must be fastened with a minimum of four 3/8" grade 5 or better and fully strapped with 10 gauge (1/8") or better.
- E. Hood and deck lids mandatory must be securely fastened with 4 pins each unless stock hinges are used, then 2 pins each allowed.
- F. Floorboards, front and rear firewalls sealing the driver's compartment are mandatory. These must be constructed of at least 20 gauge metal. Must be welded, bolted, or anchored with heavy duty (3/16") pop rivets, 4" maximum spacing.
- G. Doors must be securely fastened.
- H. All flammable material must be removed.
- I. Trunk floor may be removed.

3. GLASS:

- A. Full front windshield or screen **MANDATORY.**
- B. Front window must have at least two 1/8" x 1" straps on inside of windshield and attached to roll cage.
- C. If screen is used it must be heavy duty 3/8" or 1/2" mesh with minimum of three 1/2" tubes in front of driver, no further right than centerline of car.
- D. All other glass, including headlights, tail lights, etc. must be removed.
- E. No full windows allowed, cooling vents and wing windows permitted.

4. WHEELS AND TIRES:

- A. Maximum permitted tire 11" as marked on tire. Maximum wheel width 10". Asphalt take-off Racing slicks only. No recaps.
- B. Heavy duty lug bolts; 9/16" or 5/8" must be used on all 4 wheels (grade 8 or better).
- C. Lug nuts must screw down on lug bolts with wheels, installed at least to the point where the nut and bolt are flush.
- D. Steel wheels only. Racing wheels, double centered or reinforced.
- E. Hand grooving and siping allowed.

5. FRAMES:

- A. Detroit manufactured OEM stock front frame clip section required.**
- B. Older frames may be used under later model bodies, but wheelbase must meet minimum.**
- C. Frames may be reinforced or modified for installation of weight jacks or rear wheel clearance.**
- D. Stock frame rails may be replaced with rectangular tubing with minimum size of 2" x 2" x .120" wall. Left frame structure must conform to stock configuration. Right side frame rail no farther in than even with the right front clip.**
- E. Crankshaft centerline no less than 10" from ground.**
- F. Front lower control arms must be stock without modifications. Bushings and ball joints may be changed as long as original dimensions are not changed. Bottom A frame mounting points must be stock.**

6. SUSPENSION:

- A. Cars must have conventional spring setup with a minimum 4 1/2" outside diameter spring measurement. No birdcages. All steel components with adjustable Heim joints must be okayed by techman. Aluminum tie rods and trailing arms allowed. Spring, shock or rubber mount allowed on third link.**
- B. No independent rear-ends. Quick change ok.**
- C. Any type shock absorber allowed, one per wheel. No coil overs, no coil over eliminators.**
- D. No rack and pinion steering unless it came from the factory for the year and make of the clip and frame. Must be stock factory rack and pinion, NO after market. Steering box must be in stock location.**
- E. Steering rag joints must be replaced with steel units.**

7. BRAKES:

- A. Must have good OEM or better working brakes on all four wheels. Must be in working order and be able to slide car. Must be solid mount (no free float).**
- B. No non-ferrous spindles. Aluminum hubs o.k.**

8. ROLL BAR:

- A. Steel roll bars are MANDATORY, must be approved.**
- B. Full roll cage made of steel tubing minimum .090 wall 1 3/4" O.D.**
- C. All joints must be welded and have gussets. No threaded fittings allowed.**
- D. Roll bars in driver's area must be padded.**
- E. Driver's door bars required to have 10 gauge or larger steel plate welded on outside of door bars.**

9. ENGINE:

- A. No limit on cubic inch.**
- B. No overhead cam V8 engine allowed.**
- C. Cylinder blocks must be standard factory production type. No aluminum. (Refer to 9 F)**
- D. Any unaltered intake.**
- E. Exhaust manifold type optional, headers permitted.**

9. ENGINE (CONTINUED):

- F. Cylinder heads must be OEM stock. No aluminum heads. No porting, no polishing or grinding of heads allowed. No Chevrolet angle plug, Mopar W2, Ford Hirise or Tunnel**

Port heads allowed. Match porting intake and exhaust ports optional within 1" of gasket surface. Any other grinding except a valve job is illegal. Approved Unaltered World product Cast Iron heads of specified part numbers may be used. Approved part numbers are: GM: All 4350 & 4360 stock replacement series, All 4250 & 4260 S/R Torker series, Straight plug 1120, 1220 Sportsman II series. No angle plug heads allowed.

Ford: 5302, 5303

Mopar: None available at this time.

G. Any hydraulic or solid camshaft. No roller cams, no roller lifters, no mushroom lifters.

H. Any single carburetor. Adapters not to exceed 1 1/2". No predators. Air cleaner mandatory. Must have 2 throttle return springs.

I. Any point or transistor type distributor allowed. No magentos or crank fired ignition.

J. Engine setback for GM vehicles will be no further than 2" from the tip of the forward most spark plug to an imaginary line between the lower ball joints. Engine setback for Ford and Mopar vehicles will be no further than 3" from the tip of the forward most spark plug to an imaginary line between the lower ball joints.

K. Must be of same manufacture as body (Ford to Ford, GM to GM, etc.)

L. Gear drives allowed.

M. All engines must start from driver compartment.

10. TRANSMISSION - CLUTCH:

A. Production type transmission.

B. Manual transmissions must have approved scatter shield or approved bell housing.

C. Blanket recommended on automatic transmission.

D. Must have working reverse.

11. DRIVELINE - REAR END:

A. Driveline must be painted white.

B. Driveline must be strapped at both ends (1/8" x 1" steel or 3/16" welded chain minimum). Must be of sufficient strength to contain drive shaft.

C. Left wheel bearing should be tack welded in two places (Ford rear end).

12. FUEL AND FUEL CELL:

A. Fuel cell MANDATORY. Must be filled with foam.

B. Fuel cell must be mounted securely to frame. Cell must be enclosed in 20 gauge metal box on at least bottom and sides. Must be securely strapped on top (no plumber tape). Rubber lines must be enclosed in steel tubing (or conduit) to within one foot of each end.

C. Minimum ground clearance ten inches.

D. NO ALCOHOL. No nitrous oxide.

E. Pump gas, aviation gas, or racing gas allowed.

F. Stock fuel pumps only and must be located at the engine and no electric fuel pumps.

G. If fuel lines pass through driver's compartment, they must be fully enclosed in a metal tube.

H. Fuel tank protection bar required.

13. EXHAUST SYSTEM:

A. Mufflers required.

B. Exhaust must extend behind driver's compartment.

C. Noise level may not exceed 90 DBA at 100 ft., 60 DBA at property line.

D. No exhaust system permitted through driver's compartment.

E. Heat tape allowed.

14. SEATS:

A. Seats and seat belts must both be fastened to the roll cage not to floor pan.

B. Head rest recommended.

15. SPOILERS:

A. Spoiler material above 6" must be of see through material.

B. May not exceed width of body.

C. No dimension except width may exceed 10".

D. No wings, side boards, plows, or other devices. No solid forward braces.

E. May not extend beyond rear bumper.

16. MIRRORS:

A. None allowed.

17. FIRE CONTROL:

A. Any car not equipped with a built-in fire suppression system must have a fully charged fire extinguisher, a Halon, or equivalent at least 10-BC UL rating, with an operating pressure gauge, mounted to the right side of the driver's seat, and readily accessible for use. All entrants should have a fully charged 10-lb Halon 1211, Haltron-1 or equivalent fully charges fire extinguisher in their pit area.

18. FIRE SUITS:

A. It is recommended that at all times, the driver wear a driving suit and gloves of fire resistant material that effectively covers the body, as well as fire resistant shoes, socks, head sock and underwear. Drivers suits with rips, tears and holes will not be permitted. It is recommended that that the driver's suit be the best quality fire protection available.

19. HELMETS, HEAD & NECK RESTRAINTS:

A. Recommend that drivers should wear a helmet carrying a least a valid SA 2000 standard Snell and/or SFI 31.1 or 31.2 sticker. M rated helmets will not be permitted. full face helmets with Lexan face shield recommended. Nomex helmet skirt and Nomex covered chinstrap recommended. It is recommended that all drivers wear a neck and head restraint system.

20. SEAT BELTS:

A. It is highly recommended that the driver carefully study the seat belts manufacture's installation. All seat belts must be a complete matching set from the manufacturer. A Quick Release seatbelt no less than 3-inches in width is compulsory. Both ends of the lap belt must be fastened to the roll cage with high quality bolts, not less than 3/8-inch in diameter. Shoulder harness must be no less than 3-inches in width and must come from behind and below the top of the driver's seat. Where the harness crosses the roll cage, it must bypass through a steel guide welded to the cage in a manner that will prevent the harness from sliding side to d side. No inertia reels are permitted. A center crotch belt must be used. It must be a minimum of 2-inches wide and mount to the roll cage

seat mount. Where the belts pass through the seat edges the edge must have a grommet or be rolled so as to prevent the belt from being cut. All belts must connect in a single latch, at the lap belt. Latch must be approved quick release type. Belts must be replaced every (5) years and all belts must be dated by the manufacturer.

21. SEATS:

A. A professional racing seat is required. Approved seat must be made of aluminum and manufactured specifically for auto racing. Seat must be mounted with a minimum of 3/8-inch grade 5 bolts. Two bolts must be located at the front of the seat and two on bottom rear. It is recommended that the seat also offer rib protection and have leg extensions. Headrests recommended on both sides. No fiberglass, plastic, or homemade seats permitted.

22. WINDOW NET:

A. A window net is mandatory, rib style or mesh is allowed. The net must be permanently mounted at the bottom and have an approved quick release at the top. Window net must be within five years of manufactures date. Window net must have manufactures date and tag or it will not be permitted.

23. APPEARANCE & NUMBERS:

A. All cars must be bright in a appearance with contrasting numbers. Numbers must be least 18 inches high and 3 inches wide and be legible from sides of car and roof. Roof numbers to be read form the passenger side of the car. Numbers will only be issued by Sunset Speedway. Call the office to confirm your number. There will be no duplicate numbers, any driver competing in the previous season will have until the third race to reserve their number before it will go back into the system.

24. RADIOS:

A. No radio communication equipment permitted.

EIRI:

Except in rare instances) Decisions of Sunset Speedway Officials are final and binding without exception.

Any part or equipment found during an inspection or any other time, that does not meet applicable Sunset Speedway standards must be surrendered to SUNSET SPEEDWAY Tech Officials at that time, and will not be returned. Failing to not give up the part or parts will result in a fine, and/or loss of points and/or suspension.

Sunset Speedway Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of passing through inspection, SUNSET SPEEDWAY Officials recommend that you carefully study the Sunset Speedway rulebook in order to be familiar with all aspects of racing. If you are considering apart, modification or procedure not covered in these rules, contact Sunset Speedway Tech Official before proceeding with any purchases or modifications. If you have any questions regarding the rules set forth, contact the Sunset Speedway Tech Official.

In keeping with Sunset Speedway's commitment to maintaining proper balance in the competition

arena, it may be necessary for Sunset Speedway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition. Sunset Speedway's goal of a full starting field of various makes in each race, that are equally matched as possible is certainly in the best overall interest of the sport.