

2017 Owosso Speedway Sportsman Class Rules

2017 Sportsman Class Rule Amendment

The reason for this rule amendment in our Sportsman class, is that we need to attract more race cars for this division. If we were drawing 15 or more cars each night we would not have to really make any changes. Over the past couple years we have only had 8 to 10 cars per night. This is an exciting racing class and I believe opening up the rules slightly will help the car count.

The official rules for the Sportsman will remain the same. If your car meets this rule package 100% there is no maximum speed or minimum lap time regulations. In other words you can go as fast as you can. If your car does not meet the rule package 100% Owosso Speedway still invites you to bring the car and race it, although there are some stipulations.

Cars not meeting the rule package 100% cannot qualify more than .05 second faster than the fastest qualifying car meeting 100% of the rules. During the race at anytime you reach a top 5 position your lap times will be monitored, and if you break your qualifying time by more than .10 second for two consecutive laps you will be black flagged and sent to the rear of the field.

All cars must meet the weight rules published in section P of Sportsman Class rules and as follow.

1. Fabricated front clips allowed, but must have stock lower control arms. Add 100 lbs.
2. Engines 360 - 390 C.I.D. / Add 100 lbs.
3. Engines over 390 C.I.D. / Add 200 lbs.
4. Four barrel carburetor or non spec. intake manifold. Add 100 lbs.

Some engines may be required to run restrictor plate.

Note: Each car will be evaluated on an individual basis. Common sense and reasonable judgment will be used to promote growth and fair racing. Owosso technicians will have the final say as to what they feel is fair and good for the class. Cars that may be determined to be too different or radical to fit in, will not be allowed to race.

If Owosso Speedway determines that this amendment needs to be changed in order to promote fair racing we will do so, at our discretion.

Sportsman Class Rules

- A. CAR CONSTRUCTION:** This class is a modification step above the street stock class. Its' intent is to remain an economy style class with a little more creative freedom in building your own car instead of purchasing a manufactured tube type chassis. It will remain a class for full frame/unitized body cars. This class is designed to be a step up from factory stocks without being full blown aftermarket race chassis construction. It is not intended in any way to replace the Pro Late Model division. Cars beyond the spirit and scope of the rule set for Sportsman will be moved up a class to the Pro Late Model division.

Any item of questionable nature should not be assumed legal, said items should be approved by the tech officials prior to the event. The head tech only shall be empowered to permit minor deviation, impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OR SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decisions are FINAL.

DEFINITION: The word "Stock" will mean unaltered and as originally produced. OEM equipment only unless otherwise noted. Any interpretation of the word stock is subject to track approval.

1. Any U.S. manufactured passenger car or truck body (On car chassis only!) No convertibles, 4-wheel drive or subcompact cars.

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2. Minimum of 101" wheel base.

B. BODIES:

AFTERMARKET OR FABRICATED BODY OPTION – 1

- 1) Performance or Five-Star ABC STYLE and Fabricated bodies are allowed but do not receive weight break option.
 - a) Stock appearing roof & b pillars only.
 - b) Fabricated portions of bodies are allowed.
 - c) No wedge shaped bodies. Must resemble factory produced car.
 - d) Edges where bent must have 1" curved radius minimum. Must not be right angle or sharp bends.
 - e) Must retain original type contour of panels. NO SLAB SIDES.
 - f) Stock appearing deck lid, tail panel, and hood may be aluminum. Must appear stock. Deck lid must be at least 12" and width of body.
 - g) No wrap around windshields or tear drop style back windows.
 - h) Fenders and quarter panels may be aluminum, fiberglass, or steel. Must be stock appearing!
 - i) Air cleaner cannot protrude exposed thru hood, must be covered with either hood or scoop.
 - j) Spoiler 6" high x 60" max width allowed. 3 tubular vertical braces $\frac{3}{4}$ " not to exceed 18" or spoiler height. No rudders (side boards).
 - k) Stock appearing nose only. No MD3 or other radical outlaw nose allowed. No dirt noses or fabricated shovel nose. No widening to fit body.
 - l) Stock appearing rear bumper must be utilized. No widening of design to fit body.
 - m) Template ABC and fabricated bodies must incorporate an accessible tow cable or chain to compete.
 - n) Truck beds must be covered in steel/aluminum and sit level. No altering design to act as a spoiler. Trucks have same spoiler measurements as cars.
 - o) Fuel cell must be accessible - 24"x 32" hatch required if you have a truck deck.

2) If you have any question whatsoever about your body design call the track before showing up with it.

STOCK STEEL BODY OPTION – 2 Must conform for weight break option.

- 1) Intermixing of stock OEM manufactured components is allowed.
 - a) OEM Stock steel roof skin, steel b pillars, steel quarter panels, stock appearing steel hood skin, steel doors and steel trunk skin will receive a weight break for this division of 200 lbs.
 - b) Stock Camaro, Chevelle, Nova, Monte Carlo, Impala, and other OEM factory steel body components are required to utilize this option.
 - c) Stock appearing nose only. No MD3 or other radical outlaw nose allowed. No dirt noses, No shovel noses.
 - d) Tail light panel must be stock appearing and non flow through design. It must not be widened to fit body.
 - e) Deck lid will be accessible 12" and width of body.
 - f) Truck/ElCamino beds must be covered in steel sheet metal to receive weight break option.
 - g) Fuel cell must be accessible 24"x32" hatch required if you have a truck deck.
 - h) Must have stock appearing bumpers in stock location, round or square tube bumpers must be covered. Aluminum bumpers ok. No sharp edges.
 - i) Spoiler 6" x 60" max width allowed. 3 tubular vertical braces $\frac{3}{4}$ " not to exceed 18" or spoiler height. No rudders (side boards)

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2) If you have any question whatsoever about your body design call the track before showing up with it.

GENERAL BODY RULES – ALL SPORTSMAN COMPETITORS

- a) NO jacked up decks.
- b) Side skirting must not interfere with ride height gauge.
- c) If it can cut a tire, it can't compete! Bolts cut off and rounded, carriage bolts for any rub rail or exterior bracing.
- d) No portion of body or chassis may be lower than 4".
- e) **Body must be symmetrical, centered on chassis and must remain stock configuration.**
- f) Radiators: Any type may be used providing it does not alter the hood or body sheet metal.
- g) All radiators must be in front of the engine and must not protrude through the hood. Radiator reinforcement must be behind grill. Overflow hose must exit onto right side windshield base. **NO ANTIFREEZE! A FINE AND/OR SUSPENSION IF CAUGHT!**
- h) A steel firewall must be sealed from engine compartment.
- i) A steel floor pan must extend to the rear roll cage. Minimum 20 gauge steel.
- j) Rear firewall must be all steel and sealed from trunk area. ALL firewalls and patches must be made from minimum 20-gauge steel.
- k) NO coffin interiors (Passenger side) must taper down to driveshaft tunnel from passenger door. Everything must be sealed.
- l) No mirrors.
- m) All added weight must be painted white and approved mounting, 2 - 1/2" bolts.
- n) All glass must be removed from car. Lexan may be used in place of windshields and must remain stock appearing. Windshields MANDATORY.
- o) Driver side floor pan must be covered or replaced with 1/8 thick steel plate. Front cage post to rear cage post must be welded, or bolted in. Minimum width of driver's seat mandatory!
- p) ONE DRIVE SHAFT hoop on the front 1/3 of drive shaft. Drive shaft must be painted white. NO ALUMINUM OR CARBON FIBER.
- q) Any car not meeting these requirements will be subject to weight penalties at the discretion of the officials.
- r) Front and rear tow hooks must be secured to bumper or frame. Chain loop must be large enough to accommodate wrecker hook. Must be adequate for car weight.

C. BATTERY:

- 1) **Must NOT be located in the driver's compartment.**
- 2) One 12-volt battery (checked randomly) Covers recommended.
- 3) Battery disconnect will be located to the right side of driver, accessible to driver and safety crew and clearly marked ON-OFF.
- 4) Battery must be securely mounted in car with 2- Wide Metal Straps.

D. BRAKES:

- 1) Must have four (4) wheel brakes and all four (4) wheels operating at all times.
- 2) Interchanging stock parts allowed.
- 3) Made for racing dual master cylinders and pedals allowed. No brake shut off valves. No anti-lock brakes.
- 4) Adjustable proportioning valves (brake bias) Okay. Front to rear only.
- 5) Stock type steel calipers, single piston only.

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- 6) No traction devices. Hydraulic or electronic. No wheel speed sensors.

E. CARBURETOR:

- 1) One 2-barrel Holley only. Manufacturers #4412 unaltered, except for removal of choke horn, choke shaft, and butterfly. Must have circular shaped stock venturies. No grinding or thinning of throttle shaft's, plates, or screws. **No exceptions! Screws must protrude through the shaft!**
- 2) A maximum, 1" thick carburetor adaptor plate, must be removable from carburetor for inspection.
- 3) NO opening in intake manifold to atmosphere other than carburetor, No opening in carburetor to atmosphere other than its inlet, carbs leaking vacuum to outside atmosphere upon simple stray test will be further inspected for modification. If alterations have occurred MANDATORY DQ.
- 4) Carburetor must fit track gauges. **NO EXCEPTIONS**
- 5) Because a carb may be advertised to "pass" most gauge tests does not mean it will pass all gauge tests. Ad claims are designed to sell carburetors. Owosso gauges contain more accurate measurements than many may check. Ask questions before you spend your money on a component that may not pass inspection.

F. DIFFERENTIAL:

- 1) Rear ends must be stock or may be welded. 9" Ford or floaters are allowed.

G. ENGINE:

- 1) Any cast iron block.
- 2) Cast iron straight plug or angle-plug heads allowed.
- 3) Edelbrock aluminum intake only. **"Box Stock"** Approved numbers: 2101, 2116, 2121, 2176, and 2181, 2665, 2750. No alterations to intake of any kind. No adapter or spacers plates between intake and cylinder heads allowed. Intake must bolt directly to cylinder head.
- 4) Roller rockers allowed; no shaft type systems. Stud girdles allowed. No roller cams or lifters, no mushroom lifters.
- 5) Stock type ignition only, 12-volt system. No amplifiers, no external ignition box, no electronic or manual operated timing devices. No circuit boards. Any **STOCK** type 4 pin sealed module allowed.
- 6) Starters must be in working order at all times.
- 7) 360 CI maximum. Maximum 10.5 compression ratio. No exceptions; no tolerance.
- 8) ENGINE LOCATION: Forward most spark plug hole in line with the center of the ball joint checked on driver's side, "+ or - 1."
- 9) Anything of questionable nature should be approved prior to competition.

H. EXHAUST:

- 1) Drop headers and 180 degree headers allowed.
- 2) Exhaust must exit to the rear of driver's compartment.
- 3) Exhaust will be securely mounted with hangers.
- 4) Working mufflers are mandatory. Must meet 97 decibels at track side. This will be regulated.

I. FRAME

- 1) Full frames may be shortened to 101" minimum.
- 2) Tube tail-sections are allowed from the centerline of the rear end to the rear bumper only.
- 3) Front and rear clip mixing allowed. Must retain stock frame rails and connection points. No exotic frame modifications.

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- 4) Any frame plating or tubing attached below stock frame rails will be considered the frame. Stock lower trailing arm geometry must be retained.
- 5) Unibody frames must retain stock frame rails and suspension mounts or be grafted on a conventional full frame. Some plating of stock frame rails allowed.
- 6) No aluminum frames or subs.
- 7) A Camaro clip tube rear car will retain stock stamping factory frame rails to centerline of rear axle or will be a leaf spring configuration with leaf spring mounting in stock location to be eligible in this division.
- 8) All frames may be notched for fuel pump clearance, and oil pan (Rear sump clearance only).
- 9) Any car not meeting these requirements will be subject to weight penalties at the discretion of the officials.
- 10) Camaro clip cars must retain leaf rear suspension at stock mounting location or complete factory OEM frame rails to centerline of rear axle.
- 11) No portion of body or chassis may be lower than 4"

J. FUEL SYSTEM:

- 1) Pump or racing gasoline only.
- 2) No nitrous Oxide systems allowed.
- 3) Fuel cells mandatory; must have a steel container. No aluminum fuel cell containers.
- 4) No fuel lines or transmission lines in the driver's compartment.
- 5) Gas caps secured by means of chain or cable to the car, **Mandatory**.
- 6) Must have fuel cell guard made of 1 $\frac{3}{4}$ " .095 wall thickness tubing. Welded between rear frame rails and must extend down to bottom of cell.
- 7) 8" minimum fuel cell height at lowest point.

K. ROLL CAGE CONSTRUCTION:

- 1) A 4-post roll cage is mandatory!
- 2) Cage must have 3 left side horizontal bars and 2 left side vertical bars that connect horizontal bars down to frame rail.
- 3) Must have 2 right side horizontal bars and at least 1 vertical bar that connects horizontal bars to right side of frame rail.
- 4) Roll cage must be no less than 1 $\frac{3}{4}$ " tubing, .095 wall thickness for entire roll cage (may be randomly checked) No black iron pipe, no galvanized pipe.
- 5) Driver side of car must have an 1/8" steel plate that extends from left front cage post to left rear cage post and from top horizontal door bar down to frame rail; **this is mandatory**. Must be welded to frame and cage bars. All welding must be done in a professional like manner subject to approval. SAFETY, SAFETY, SAFETY!

L. SUSPENSIONS-FRONT AND REAR:

1) FRONT SUSPENSION

- 1) Tubular upper control arms are allowed. Tubular lower front control arms are **not** allowed.

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- 2) Stock components only! Interchanging of stock components allowed.
- 3) No aluminum parts. No aluminum spindles or control arms.
- 4) No rack and pinions.
- 5) Steel Heim Tie Rod Ends allowed and adjustable center links allowed.
- 6) Howe forged spindle OK. (No weight break) No tubular or hollow spindles.
- 7) No tubular or 3 piece splined sway bars, stock OEM style bars only. Mounting must clear your steering appropriately. No mounts that could interfere with tie rods or clamps.
- 8) Front springs must be in stock location and have same type of mounting as OEM 4" minimum spring diameter. Screw cups allowed, jack bolts allowed.
- 9) No driver operated jacking devices.
- 10) 80" maximum tread width measured at tire sidewall BOTTOM.

2) REAR SUSPENSION

- 1) Must retain stock geometric measurements and linkage ratios for frame used.
- 2) 3 or 4 link rear end setups will be allowed. Simple steel 3 link is allowed. Factory 3 and 4 link and track bars allowed.
- 3) No aluminum, no biscuits, no spring loaded link components. If you run a 3 link, j bar, panhard bar add 100 lbs. See weight section for further definition.
- 4) No coil over or coil over eliminator components, period!
- 5) Rear spring pockets may be altered 2" upward only. Deviations from these rules will be subject to weight penalties at the discretion of the officials. Rear frame cross member may be modified, however, spring pockets must retain same general design and general location.
- 6) Stock steel type shock (PO, AFKO, CARRERA, or QA1). Welded end, economy style shocks or stock type mounts only—No ALUMINUM SHOCKS, NO EXTERNAL RESERVOIR, NO PENSKE, NO REVALVABLE BILSTEIN, NO OHLINS, NO INTEGRA. The shock rule is pretty straight forward. NO EXOTIC or HIGH DOLLAR shocks in this class. If you have something non-economy call or ask first before coming to the track with it on your car. \$100 shock claim may be utilized by a registered sportsman driver in the same event or by the speedway itself within 10 minutes of end of race. Must have raced prior 2 events to submit claim.

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Any car not meeting these requirements will be subject to weight penalties at the discretion of the officials. – NO EXCEPTIONS!

M. TIRES/WHEELS

- 1) **Hoosier D800.**
- 2) No tire softening agents' allowed or other foreign matter.
- 3) Checked by pyrometer reading and/or "sniffer" (randomly checked).
- 4) 8" Steel Safety Wheels Only – 1" Lug Nuts!
- 5) 5/8" wheel studs mandatory with exposed thread past lug nut.

N. TRANSMISSIONS:

- 1) Automatic or Manual (OEM) transmissions allowed. **NO MADE FOR RACING TRANSMISSION ALLOWED** (example: Bert, Brinn, Falcon, Jericho, etc.) Must have external clutch if running a manual transmission. If you run a stock clutch with a stock flywheel, you must have steel scatter shield.
- 2) Min. two (2) forward gears low and high and a working reverse.
- 3) Transmission coolers must not be in driver's compartment. Overflow must be vented into a can and **CAN NOT** be mounted in driver's compartment.

O. TRACTION CONTROL

- 1) Traction control: All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted. Adjustable ping control devices, dial a chip controls and/or automated throttle controls will not be permitted. Adjusted restrictor plates will not be permitted. Remote control components of any type will not be permitted. Radios and/or devices for transmitting voice and/or data will not be permitted. Data acquisition will not be permitted.

P. WEIGHT

- 1) 3200 lbs is the base weight for this class before event.
 - a) Cars with any 3 link or panhard bar add 100 lbs
 - b) Stock steel bodied cars may subtract 200 lbs. See body rules for definition of weight break.
 - c) **ALL STOCK FRONT SUSPENSION INCLUDING TUBULAR UPPERS MAY SUBTRACT 100 LBS**
- 2) Maximum 55.2% left side weight.
- 3) Maximum 50.2% rear weight.
- 4) Officials will adjust the weight of cars to even competition if necessary.
- 5) **UPON FILLING OUT DRIVER'S REGISTRATION YOU MUST CLAIM YOUR MODIFICATIONS AND BE LABELED WITH YOUR WEIGHT FOR TECH. YOUR WEIGHT MUST BE DISPLAYED ON OWOSSO SPEEDWAY INSPECTION STICKER TO BE PLACED IN THE UPPER RIGHT HAND CORNER OF WINDSHIELD.**

THIS CLASS IS SPECIFICALLY INTENDED FOR MODIFICATION OF A STOCK TYPE CHASSIS. YOU MUST RETAIN YOUR FULL FRAME RAILS TO REAR AXLE CENTERLINE. LIMITED LATE MODEL CHASSIS WILL NOT BE ALLOWED (example: Howe, Port City, left hander tube design rear with no original factory component.)

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