



2025 Sportsman Rules

(CWSSA & Mid-Am Provisions, see rule #15A)

Unified Motorsports Association of Asphalt Racing UMA-Sportsman 2025 Rules 9.4

General: These rules and regulations are designed to govern driver and crew member conduct during racing events. By participating in these events, all drivers are required to comply with these rules. While track or series makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport. This is in the entertainment business. Drivers, Owners, Crew and Track Staff cooperate to provide this exciting level of entertainment. All rules, race scheduling and structure, are designed and implemented to support a balance between competition and entertainment value. Drivers and crew are required to conduct themselves as professionals at all times. Officials may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

Procedural Rules: It is the goal of track management to maintain the safest possible racing conditions for all drivers, fans & track personnel. Only safety crews and wrecker crews are permitted on the track in the event of an accident. Pit crew members are not permitted on the track. A driver may exit a car if requested by a safety crew member or if safety warrants in cases such as a fire or if car is upside down. Drivers are also encouraged to drop the window nets after an accident as a sign to approaching safety crew members that they are ok, especially in a multicar situation to alert approaching safety crew members which drivers are in need of urgent attention.

Rules Infraction Policy: Management may suspend or fine any driver, team member, or car owner for violation of track rules, policies, or procedures. Management has right to confiscate any item that is in violation of the rules.



2025 Sportsman Division Specifications



1. SEATS - Approved aluminum driver's seat required.

Seat must be fastened to frame/roll cage with minimum 3/8" grade 5 bolts and oversized washers and located so the centerline of the seat is at least 15" from the driver's door bars. Shoulder supports on right and left sides of seat and head support on right are required. Full containment seats recommended. (No Carbon Fiber). Seat may not protrude outside 4 point upright or top cage halo. Leg containment supports are recommended.

2. SAFETY BELTS - *Belts must be dated within 3 years of event date or newer.* A minimum five- point harness system is mandatory. Competitors using the HANS device may use a standard three-inch (3") or the Schroth style or equivalent two inch (2") wide shoulder strap. Belts must be anchored to roll cage or frame using grade 5 bolts 1/2" min diameter required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. 6-point belts (double crotch strap) are recommended.

3. DRIVING COMPARTMENT-Cockpit must be completely sealed off from engine compartment and fuel cell. Roll bar padding required around driver; *Recommended: Fire retardant padding.* A securely mounted operational 2-1/2 pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory. Extinguisher must be mounted in a quick release bracket. Fire suppression systems are recommended. Driver-side window net required, minimum 16 inch by 18 inch. Ribbon style recommended and must be mounted to roll cage so latch is at top front of window. Clearly labeled push-pull or toggle type kill switch accessible from either side of car is required. A gas pedal toe bar (kick-up) is highly recommended. No driver-adjustable devices allowed while car is in competition. No carbon fiber interior components will be allowed, likewise, no carbon fiber or titanium components allowed anywhere on car.

4. DRIVER AND DRIVER'S ATTIRE-Complete SFI- approved fire retardant driving suit and gloves required. Eye protection and a **Snell SA-2015** or newer helmet required. *(Starting in 2026 the recommended helmet minimum rating will be a Snell SA-2020 rating)* Snell "M" or D.O.T helmets not allowed. Head and Neck restraints (HANS Type), fireproof shoes, are recommended. Officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment.

5. DRAIN PLUGS- All drain plugs must be safety wired, a \$100 fine will be assessed to any car whose transmission plug is not wired.

6. ELIGIBLE MODELS-Any 1957 or newer American-made non-convertible passenger car with a factory wheelbase over 108" (Ford and Chrysler over 104") allowed. El Camino, Ranchero bodies allowed.



7. WHEELBASE AND TREAD WIDTH-Wheelbase must be within 1-inch of stock. Maximum tread width 63-1/2 inches (64-1/2 inches for Ford, Chrysler front stub, or full size GM stub with a minimum wheelbase of 112 inches), measured center to center of tires at spindle height (front and rear). 1997-2003 Ford Crown Vic, Grand Marquis, Lincoln Town car with 114" wheel base minimum can have track width of 66.5"

8. 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 ground clearance 4 3/4" except cross member which is 2 3/4" (with driver).

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 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 with .090 steel foot box protector plate 9" x 12" minimum is required. Left side door bar deflector plates of at least 1/8" steel required. Front hoop must connect to front roll cage uprights.

10. INTERIOR-Steel firewall and floor pan required on driver's side, (foot box style is ok). Passenger side interior can be tinned over from top of driveshaft tunnel to 6" below passenger window.

11. SPINDLES, HUBS, STEERING-Stock unaltered spindles and steering components required. Coleman steel hubs allowed. No aluminum hubs allowed. No lowered, dropped, or fabricated spindles allowed, except IMCA approved 3 piece 1979-up GM metric midsize spindle with 10 1/2" rotor. Heim joints allowed on outer tie rod ends only. Fabricated steering column must incorporate 2 U-joints. No electric power steering units. Power steering pump must be driven from front of motor by belts.

12. SPRINGS/SUSPENSION/SHOCKS

12A. SPRINGS-Any stock appearing magnetic steel spring with minimum dimension of 5"x 8.5". Springs must be in stock location front and rear. No trick or progressive rate springs. One conventional single coil spring rubber per spring allowed. Spring buckets may protrude through floor pan. Only one (1) spring per corner of the car is permitted. Bump-Stops or Coil-Bind set-ups are not allowed. **MAX MSRP \$115**

12B. SUSPENSION- All components must remain stock and in stock location, except where otherwise stated. One Screw type (screw jack) adjusters allowed per wheel front and rear. Rear spring perch and rear upper shock mounts may be fabricated but must remain in stock location; 1" shock extenders in front and 2" in rear allowed. Lower control arms may have bushings replaced with steel insert type but must match car frame. Tubular upper A-frames allowed, may relocate upper frame mount. No monoball, heim joints or clevis' permitted on suspension components. Aftermarket one-piece hollow sway bar allowed. No spline type sway bars. Frame mounted sway bar adjusters allowed. Rear suspension: bushings at control arms and rear-end must be stock style and design, full width poly or rubber (no heims or spherical bushings). After market rear control arms allowed, stock fixed length only. No lift bars, rear sway bar or traction devices. Non-adjustable rear control arms with stock dimensions and approved unaltered stock style bushings allowed. Rear upper control arm mounting locations on frame, may be raised. Rear upper control arm mounting locations on rear-end must be as close as possible to stock location (Ford 9" pumpkin is taller than a stock metric rear-end, therefore we acknowledge the need to have them raised). Rear lower control arm mounting locations on frame, must be within 1" of stock location. All other components must remain stock and in stock location. No independent rear suspensions. No bump stops or suspension limiting devices allowed front or rear. Chains on rear end must allow travel of 2" past ride height rule & all front suspension must allow travel of 2" past ride heights rule. Only one (1) shock and spring per corner of the car is permitted. Bump-Stops or Coil-Bind set-ups are not allowed.

12C. MID SIZE GM METRIC CHASSIS EXCEPTION- Lower right A-frame may be 1" longer than stock. S-10 ball joints allowed. 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 mounts remain in the stock position for the chassis. Aftermarket or S-10 axle required on right side of metric rear ends.

12D. SHOCKS- One steel shock per wheel that is non-adjustable; unaltered, with a welded bearing on one end of shock minimum. No bulb-type, threaded body, coil over, air, or remote reservoir shocks. No Schrader valves or bladder type valve allowed. No external or internal bumpers or stops. Maximum 2.125 inch O.D. shock body. Shocks cannot be mounted in center of spring. No shock covers allowed. Shocks may be impounded after any race event for dyno testing to ensure that stock valving is maintained. Stock location (inboard) front shocks may be used with lower mounts extended 1". Shocks must be fully collapsible and extendable at all times, **MAX MSRP \$210.**

Shocks Allowed

QA1 26, 50, 51, 5Q, 62 Series

AFCO 2400 Series

KONI sealed adjustable (NON-Rebuildable) shocks allowed, are as follows: A. Model # KON30- 7436, KON30-7499, KON30-7325, KON30-9325, KON30-9436, KON30-7647. The bump stop that is enclosed will not be allowed and must be removed.

13. BRAKES- Four-wheel brakes required at all times. Floor mounted pedals allowed. The Howe stock replacement caliper is the only non-OEM brake caliper allowed. "Metric" calipers may be replaced with similar design aftermarket steel calipers. No "made for racing" components (other than brake pads) allowed. Directional vane rotors allowed. No Drilled, vented, J-hooked, scalloped rotors. Maximum rotor diameter 11 3/4" maximum rotor width 1 1/4. One brake bias adjuster (proportioning valve) allowed. Wheel fans and electric fans allowed only one per wheel. Rear disk brakes (no aluminum components) allowed. Brakes may be ducted with tubing from front valance pointed at calipers. One master cylinder only. **MAX MSRP on Rotors \$150, Calipers \$190.**

14. Fuel & Fuel Cell

14A. Fuel Cell is mandatory with a 15-gallon (U.S.) maximum capacity complete with a rubber style interior bladder recommended, full foam baffling inside required and must have a functional roll over Check valve ball and or safety flap system. An in-line fuel safety shut off valve (SRI #FPF-FSV or OBERG #SV0828) at the point the fuel line exits the cell and before fuel filter are highly recommended. The use of "U" style fuel cells or non-standard-shaped fuel cells is prohibited.

14B. Fuel Cell Can Containers made of 1/8 inch sheet steel are strongly recommended. All fuel cell cans must be magnetic steel with one-inch lip being a one piece design. Top cover must be made of magnetic sheet steel not less than 22 gauge (0.031" thick) and bolted to the bottom container with a minimum quantity of 14, grade 5, 1/4 inch bolts, with flat washers on top and lock nuts or lock washers and nuts on the bottom, cell must be banded on top both ways with two steel (1" x 1/8") straps in each direction. (No aluminum fuel cell top covers allowed period)

14C. Fuel Cell Protection Plates: Cars without a 1/8" thick steel fuel cell container are required to have full steel protection plates no less than 13 gauge (0.090 thick) mounted securely thru welding or bolting to the outside of frame rails on sides and rear in an approved manner to cover the entire height and width of fuel cell container used. Also required is a front protection plate between the fuel cell container front side and the rear end cover. This said plate must be full width and height of fuel cell container, no less than 0.090" thick magnetic steel or 0.125" thick aluminum and securely fastened in an approved manner to the front fuel cell container mounting cross member. Add 25#s for non-approved 1/8" steel.

14D. Fuel Cell Mounting must be behind rear axle and between frame rails. Fuel cell can is to be no closer than 2" to the back of the rear end. Bottom of Fuel cell, must be at least 10 inches from the ground, fuel cell height measurement based on minimum allowed ride height. Fuel cell must be mounted utilizing a front and rear cross member configuration with a minimum 1" x 1" 0.095 wall thickness square steel tubing. Cross members must be bolted thru the frame or fuel cell mounting brackets that have a minimum thickness of 1/8 inch (0.125"). Cross member mounting bolts must be 7/16 inch grade 5 minimum with support washers. Strongly recommend 1/2 inch grade 5 minimum mounting bolts for fuel cell cross members to frame and or mounting tabs. All fuel cells must be protected with top and bottom frame support bars and the lower rear protection bar extending below fuel cell.

14E. Fuel Lines must be Aeroquip type or equivalent; routing must be outside of cockpit and protected from damage. Metal fuel filter required.

14F. Fuel Filler must be accessed through deck lid; filler spout may be extended, but not connected to bodywork.

14G. Fuel: All engine packages may use racing fuel; 110 Octane maximum. Fuel samples may be taken at any time and tested. Alcohol, nitro- methane, nitrous oxide, other oxygenating agents, or other additives and/or fuels that contain masking agents or oxygen are not permitted. No Coloring additives. Use of such substances or additives will result in immediate disqualification. Ethanol (E-85) is not allowed.

15. WEIGHT- All weights are minimums and will be made with the driver sitting in the driver's seat, with steering wheel in place, hands on steering wheel and helmet on driver's head with no fuel allowance. All weights must be properly anchored with minimum of 1/2" grade 5 bolts with oversized washers to frame rail outside driver's compartment. Weights must not be lower than bottom of frame rail. Ballast weight must meet 10" ground clearance behind rear axle. Ballast must be painted white and lettered with car number. Any loss of weight from any car will result in a \$100 fine. No tungsten, lead shot, ball bearing type, or liquid type allowed. No moving weight or weight moving devices allowed. All weight must be in solid blocks.

15A. Mid-Am Series & CWSSA Super Stock Provisions Chart-All Weights are Post Race No Fuel Allowance

Sportsman Matrix	602 Crate	Built Motor	5.3LSW	CWSSA	Mid-AM
Engine	GM Spec	DRP Rules	Tiry's LS Spec	CWSSA Rules	Mid-Am Rules
Base Weight	#3000	#3125	#3100	#3125	#3000 w/4412
Hydraulic Roller Lifters	N/A	Add 25#	Allowed	CWSSA Rules	Mid-AM Rules
Headers	Allowed	Add 50#	Add 50#	Econ Header	Spec Header
Wheel Base 108"-112"					108" Only
Track Width See Rule #7	63-1/2"	63-1/2"	63-1/2"	63-1/2"	62-1/2"
Clutch 7-1/4"	Add 75#	Add 75#	Add 25#	10" Minimum	Mid-Am Rules
Front Percentage	52%	52%	52%	51%	50%
Left Percentage	58%	58%	58%	58%	58%
Internal Clutch Trans	Add 75#	N/A	N/A	CWSSA Rules	Mid-AM Rules
Carb	650 4bbl	4412 2bbl	4412 2bbl	4412 2bbl	4412 2bbl or 750 4bbl
Carb Adapter 4412 2bbl	N/A	1-1/2" Str Bore	1-1/2" Str Bore	1-5/16 Tapered	1-1/2" Str Bore
602 1.5" Straight Bore Adpt	Add 25#	N/A	N/A	N/A	N/A
Mid-AM 750 Stock 4bbl Option / Adapter	N/A	N/A	N/A	N/A	1-1/4 Straight Bore with All Star #26060 plate w/ .950 id inserts #3025 w/ 1.100 id insert #3050
Total Weight (Post Race)					

15B. Mid-AM Slinger Rule Intake Manifold: Aluminum intakes unmodified in any way include GM; Edelbrock (non-Vortec) 2101 & 2975. Vortec must use 7116 dual plane. Wieland 7546 or 7547. Ford (N351 or OE Windsor head) M-9424-C358, M-9424-Z351; Edelbrock 2181 or 7181 or (OE Windsor head) 2980, 2981. Mopar; Edelbrock 2176 or 2915. W2 head must use Wieland 8015. Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, ceramic work, addition of material or any alteration to original form is illegal.

16. TIRES-Approved Sportsman Tire: Hoosier D800 only. Tire bank system will be utilized; Teams may purchase a maximum of 6 tires into their initial tire bank, and can purchase one new tire on the 3rd week of competition and continue ½ tire per week of competition thereafter. New competitors coming in after the first event of the season may only purchase 4 tires to start their tire bank and must start behind the invert if using all 4 new tires or if you only use two new on the first night of competition and two used with 4/32" wear on them you can start where you qualify. All tires used in competition, (heats, dash, feature, etc.), must come from that Competitor's tire bank. You may qualify and race on any combination of tires from your bank. Tire bank follows the driver. Used tires entered into tire bank will be counted as new tires. (Flat tires will be handled on a case by case basis, any replacement tires will be based on usage/age of the flat tire) Hoosier D-800 are available for purchase at the track (Special Events Subject to additional Tire allotment)

16A. Chemical Treatment of Tires: Tire softening is not permitted and if found guilty will result in the disqualification from the event and loss of prize money and points. Drivers guilty of altering and/or chemical treatment of tires may also be suspended.

17. WHEELS-Aftermarket made for racing, steel wheels required, 8" maximum width. No bleeders allowed. Wheel studs must be long enough for threads to show on outside of lug nuts. No wide five wheels. Minimum wheel weight is 19.0 lbs. 1-inch hex style steel lug nuts only showing a minimum of two (2) threads through the nut, must extend through the lug nut when clamping the wheel to the hub, aluminum lug nuts are not allowed.

18. ENGINE LOCATION-GM engines must be located so that the center of the furthest forward spark plug hole is in line with or ahead of axle centerline, all others allowed a 2" set back. Minimum crankshaft centerline height 10 1/2" (front and back). Max offset (right to left) 2". All engines: oil pan may be no lower than bottom of cross- member. Options to correct are add to bottom of cross- member with square tubing or raise motor.

19. CRATE ENGINES-GM 602 CRATE ENGINE GM 602 Certified, UMA, Wegner or IMCA Sealed

602 Crate Engine-(P/N #19258602) must be used as produced from factory; motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1, #80541-2, or #80541-3 (with no modifications) All 4 barrels of Holly 650cfm must be fully operational at all times, no secondary's disconnected. The 602 Crate Motor can use a 1-1/2" maximum adapter/spacer plate (gasket included) allowed with additional weight of 25#'s. Carb adapter plate may not be tapered, beveled or grooved or extend down into the intake. GM Stock 15.5lbs Flywheel and 1.625" headers. No stepped, 180 degree or Tri-Y headers. Crate engines must run stock style HEI distributor with coil in cap. MSD Soft Touch Rev Control Part #018-8728 or 018-8727CT with a maximum 6400 rpm chip required and box must be mounted out of reach of driver. All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. Tech staff reserves the right to impound motors for inspection or dyno testing. No refreshing, buy new instead. Repairs allowed with prior management approval. No Ford or Chrysler crate engines allowed.

19A. CRATE MOTOR COMPLIANCE: Any GM crate motor deemed illegal, seals, cam, heads to be subject to a \$1000 fine and loss of racing privilege for one calendar year.

20. CONCEPT ENGINES-Maximum of two valves per cylinder. No aluminum blocks or heads. Maximum displacement 362cid (Chrysler products 373cid). All engines must meet following specifications regardless of manufacturer: Stock or stock replacement cast iron unaltered heads (no porting, polishing, acid dipping, or gasket matching allowed) required. The only stock Replacement heads allowed are World Products SR 1052 #4266B and #4267B, PBM Thunder head 167270 with 170cc intake runner, or Dart Iron Eagle SS #10024266 & 10024267, straight plug with 165cc intake runner. Maximum 2.02-inch intake and 1.60-inch exhaust valves required. 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. Minimum crankshaft weight 44lbs. 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 oil level. Hole in windage tray in line with inspection hole required. OEM mechanical fuel pump, in stock location, required. No electric water pumps allowed.

20A. CAMSHAFT, VALVE LIFTERS, ROCKER ARMS-Hydraulic cam/lifters only. Lifters must pass minimum 100/1000 leak-down test. 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 lifters allowed. Stock type (HEI) ignition components only. Firing order may not be altered. No MSD boxes, dual-point distributors, computer controlled or crank fired ignition systems allowed. Hydraulic roller lifters allowed, see weight rule. Roller lifter subject to intake being removed. Racer is responsible for reassembly.

20B. IGNITION-Stock type (HEI) ignition components only. Firing order may not be altered. MSD boxes, dual-point distributors, computer controlled or crank fired ignition systems are NOT allowed.

20C. FORD EXCEPTION-May run aftermarket cylinder head - World Windsor Jr. cast iron with 180cc intake runner. No 351C heads allowed on 351W or 302 blocks. Intake manifolds allowed are Edelbrock Performer RPM, #7121 for 302 and 7181 for 351W.

20D. MOPAR EXCEPTION-Maximum displacement 373 CID. W2 cylinder heads not allowed. Stock, shaft style rocker arms only. Intake manifold allowed is Edelbrock Performer RPM #7176.

20E. INTAKE MANIFOLDS-Completely stock passenger car cast iron 2bbl or 4bbl or Edelbrock Performer #2101 or Performer RPM #7101 intake manifold required. Intake must remain stock as produced from manufacture, No grinding, polishing or altering allowed. No Bow-Tie manifolds.

21. LSW 5.3L ENGINE SPECIFICATIONS

CAST IRON GM 5.3L BLOCK BORE

SIZE 3.810 MAXIMUM STROKE 3.622

COMP RATIO 10:8

HEADS STOCK GM CATHEDRAL PORT HEADS 60CC (Casting #'s 241,243,317,706,799,852,853,862,873 allowed)

(NO EXTRA PORTING ALLOWED) VALVE SIZE 2.00 IN / 1.55 EX (NO TITANIUM ALLOWED)

VALVE SPRING 1.32 MAX DIAMETER W/STEEL VALVE SPRING RETAINER'S (NO TITANIUM ALLOWED) CAMSHAFT HYDRAULIC

ROLLER CAM/LIFTERS GM #88958770 RECOMMENDED .530 MAX LIFT ANY CAM ROCKER ARM RATIO 1.7 ROLLER TIP ONLY

CRANKSHAFT GM STOCK 50LB

CONNECTING RODS GM STOCK 6.098 LONG

PISTONS FLAT TOP ONLY

INTAKE MANIFOLD HOLLEY #300-132, ELDELBROCK #2908, OR GM #88958675 CHAMP OIL PAN LS1100

MSD 6014 CT IGNITION (TIMING MUST BE SAME FROM 3500-7000 RPM)

RPM LIMIT CHIP OF 6900 REQUIRED

ALTERNATOR ALLOWED

CARBURATOR HOLLEY 4412 2-BBL (SEE CARB SPECS RULES)

1-1/2" CARB SPACER MAX, W/GASKETS STRAIGHT BORE ONLY. MUST NOT EXTEND DOWN INTO INTAKE PLENUM.

FRONT DRESS IS F BODY GM (2002 CAMARO 5.7 AS EXAMPLE)

MUST USE WATER PUMP AND FRONT DRESS OF F BODY GM (2002 CAMARO 5.7 AS EXAMPLE) ATI BALANCER #917776 & JONES RACING PRODUCTS CT525 LOWER PULLEY

22-CARBURETION SECTION

22A. No fuel injection systems of any kind allowed.

22B. The Holley Ultra Series is NOT Allowed.

22C. All Non-GM Crate Motors use Holley 4412 style 2bbl or Dorton 003-0, or 1 3/8" Rochester.

22D. The Holley Aluminum (Part#0-4412CT) 500 cfm carburetor is now approved.

22E. 602 GM Crate Motors utilize Holley 4 bbl 650 cfm carburetor #80541-1, #80541-2 or #80541-3 Stock.

22E. All carbs must pass all gauges and specs.

22F. Double throttle return springs mandatory.

22G. Holley 4412 Carburetor Rework Guidelines: Body of Carbs: No polishing, coating, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed. Boosters may not be changed including no additional holes. Height, size, and shape must remain standard and unaltered. Venturi area must not be altered.

Casting ring must not be removed. Base plate must not be altered in shape or size. Butterflies: Must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner. Holley 4412 HP metering block is allowed but cannot have any additional fuel passages drilled and or plugged. Standard 4412 metering block may be drilled/plugged, but can only have a total of 3 fuel passages per side of block, must remain stock appearing for carb style, no aftermarket blocks permitted. Any attempt to pull outside air other than straight down through the venture is not permitted. Jets may be changed. No dial-a-jet devices. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes. Epoxy allowed on boosters of 4412-2 bbl. at main body only.

22H. CARB SPACER BUILT MOTOR (Non-Crate/Non-LSW)-Carb Adaptor: 1-1/2" maximum thickness w/gaskets. Adapter plate may not be tapered, beveled or grooved or extend down into the intake. Original orientation required. Adaptors are one piece only.

22I. CARB SPACER GM 602 CRATE-Carb adapter 1-1/2" maximum thickness w/gaskets allowed with additional weight penalty of 25#'s. Adapter plate may not be tapered, beveled or grooved, No part of adaptor may protrude into plenum of Intake Manifold. Original orientation required. Adaptors are one piece only.

22J. CARB SPACER (5.3 LSW ENGINE) Carb Adaptor 1-1/2" maximum thickness w/gaskets. Adapter plate may not be tapered, beveled or grooved or extend down into the intake. Original orientation required. Adapters are one piece only.

23. AIR FILTER- Air filter is mandatory to act as a flame arrestor. Two piece 14 inch O.D. air cleaner cover required, maximum Height 4" and must be open for the full 360 degrees. All air must enter thru top of carburetor only. No air induction boxes or ram air units allowed.

24. EXHAUST SYSTEM

24A. EXHAUST SYSTEM-Mufflers are Mandatory and are not to be tampered with or hollowed out. Exhaust must exit behind driver and meet 100 decibels Maximum. Exhaust that exits from door must be flush and must have door flange and mounted flush to door. Rear exiting exhaust approved; if using rear exiting exhaust a single plain flat L-shaped heat shield / support(s) must be used made of minimum .065 thickness metal steel only and exhaust must terminate at the ASA fuel cell bar. Maximum diameter 2 -1/2" before collector and/or muffler, 4 -1/2" maximum diameter behind muffler. Coatings on exhaust pipes are not allowed.

24B. EXHAUST MANIFOLDS-Completely stock cast iron exhaust manifolds required. No grinding, polishing or altering allowed. Center dump and log style manifolds allowed. Max inside diameter 2 1/8". No Corvette 2 1/2" center dumps. No cast iron header style exhaust manifolds allowed. Economy header allowed on non-crate engine with a 50# weight penalty.

25. DRIVESHAFT-Minimum diameter 2-1/2" steel driveshaft required. Driveshaft must be painted white. Safety hoop required on front half of drive shaft, two are strongly recommended. Driver must be protected from driveshaft entering into driver's compartment.

26. REAR END- Rear end must be a stock passenger car unit, may be open, or locked by welding spider gears or use of spool only. Ford 9" rear end allowed in any make car provided the lower control arms and shock mounts remain in the stock position for that chassis. Rear trailing arm brackets may have multiple holes. No limited slip, Detroit lockers or torque sensing differentials allowed. A 3/4" inspection plug required in rear cover located above oil level and be wire tied. Floating rear ends with steel hubs, straight spline drive plates No cambered rear ends allowed. No lead can be mounted on or in rear end housing.

26A. Grand National solid steel axles of same diameter required on both sides. Minimum axel diameter is 1.10 in and must taper towards the hub side. MAX MSRP PER AXLE \$200.

27. 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.

28. RADIATOR- Any metal radiator that does not alter the exterior appearance of car allowed. Fan protection (20 gauge minimum thickness) required and overflow tank mounted in engine compartment required. Cooling system shall consist of any conventional system that employs the use of a standard radiator cap or caps. The use of any manual high pressurized cooling systems with or without expansion/surge tanks is strictly prohibited. Antifreeze is strictly prohibited and carries a \$100 fine if found.

29. TRANSMISSION

29A AUTOMATIC-Stock automatic transmission with operating 11" minimum diameter torque converter allowed. Torque converter post-race inspection may 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. Rubber lines are allowed at transmission cooler connection only. Transmission coolers are not allowed in the driver's compartment.

29B. MANUAL-A stock manual 3 or 4 speed steel Muncie or Saginaw transmission with full OEM style case and seven bolt side cover and side shifting only 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 transmission must run scatter shield or steel bellhousing.

29C.602 Crate Transmissions-A 602 crate motor is allowed an internal clutch transmission with a 75# weight penalty.

30. CLUTCH ASSEMBLY

- 30A.** Performance grade stock or racing clutch permitted. Minimum diameter 7.25", two-disc min.
- 30B.** No Reverse mount starter, starter must bolt on the block.
- 30C.** No carbon fiber or poly clutches allowed.
- 30D.** Bell housing must have an opening at bottom (to allow a clear view of clutch).
- 30E.** Standard material clutches only. No Slipper or Centrifugal clutches allowed.

31.BODY AND APPEARANCE- Body must be a North American produced, publicly offered, passenger car and have an OEM wheelbase over 106". All variances from this rule must have prior approval from the Director of Competition and management. Body can be lengthen or shortened no more than 4 inches from OEM measurement. All bodies must remain stock appearing with complete fenders, quarter panels, doors, roof, hood and trunk lid. Stock steel roof with A, B, & C posts required. Body must be mounted symmetrically on chassis. Five Star Fiberglass Metric Monte Carlo roof allowed. No truck bodies allowed (El Camino & Ranchero allowed). Bodies cannot be shortened, chopped or channeled. All doors must be securely fastened shut. Stock hood with reinforcements removed or fiberglass hood required. Hood scoop allowed for clearance only and must be closed off front and rear. Hood latch must be removed. All cars using aftermarket body packages (AR-Five Star) must conform to manufacturer's template when measured at normal racing frame height. All cars must have minimum roof height 48", maximum deck height 36", minimum nose and side clearance 4 ¾" at all times with ½ "tolerance when measured at normal racing frame height. Minimum body ground clearance dimensions required at all times. All body dimensions are to be measured at normal racing ride heights. No multi-plane spoilers. Maximum spoiler length 5". Maximum spoiler width 60" with a maximum spoiler height of 41.5" with driver in the car. Rear window must be clear. Spoiler must be clear and 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. Body must be within 2" from outside of tires. AR and 5-Star sportsman bodies must meet template. No Panning under the sides or rear of the car, no louvers or vents in the fenders, doors,

or quarter panels. No fins, vortex generators, vertical lips, wicker bills or wings anywhere on the body.

31A. VINTAGE BODIES-Management reserves right to grant additional latitude to cars using vintage or retro body styles.

31B. PLASTIC BODIES- All plastic bodies (AR/Five Star) must be mounted to manufactures dimension and fit their template adjusted for normal racing ride height. The AR Body-PN 115015 A thru M may be used on 108 to 112 inch wheel base chassis. The AR 116 inch Camaro body is approved. Five Star North American Sportsman body allowed. No NGB or S2 bodies allowed.

31C.NUMBERS- Minimum 18" high on both sides and on roof readable from left side, additional numbers approximately 6" high on upper right side corner of windshield

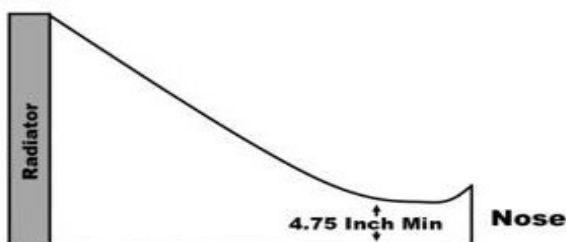
31D. TOW HOOKS-Tow hooks required on front and rear must be painted white and easily accessible.

31E. NOSE TO RADIATOR DUCTOR WORK See Illustrations Next Page

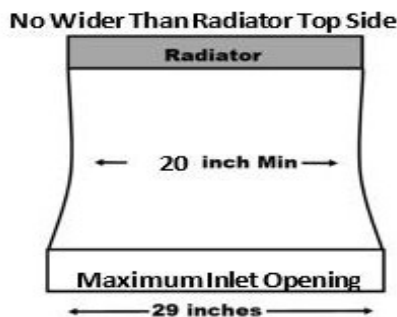
31E. NOSE TO RADIATOR DUCT WORK-Duct work between the nose and the radiator may be no wider than 29" at any point and also must not be any wider than the radiator at its connection point. The duct work shall consist of a one piece flat or curved bottom panel and the sides and top panels may be either flat or curved construction. The smallest (narrowest) vertical dimension point of the side panels is 4 ¾" in height and the narrowest across dimension of the top panel is 20". The interior of air box between nose and radiator shall be clear of any added devices or obstructions that interrupt deflect or obstruct incoming air to the radiator. Openings for brake cooling ducts are permitted off of the sides of air box but may not extend into interior of duct work. A Five Star C-5 air flow plastic duct or Bump- N-Run bag product or AR Body EZ Max plastic duct system may be substituted in lieu of conventional aluminum duct work. No Carbon fiber allowed in this process. No types of under-body air deflectors allowed. Bottom air box panel for radiator duct work must attach to the bottom front edge of radiator area and not contain any air scooping design as to direct air into radiator bottom area. Approval of any design of air box duct work shall be the decision of tech officials and/or competition director. No Carbon Fiber; radiator ductwork.

APPROVED SIZING FOR NOSE TO RADIATOR AIR DUCT BOX

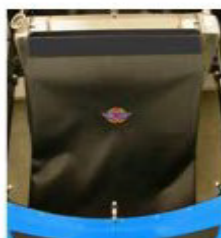
SIDE VIEW



TOP FRONT VIEW



APPROVED FIVE STAR & AR AIR DUCT MANAGEMENT PRODUCTS



32. RADIOS/ELECTRONICS/TRANSPONDERS

32A. TRANSPONDERS: Transponders are mandatory and are located 165" from the furthest forward edge of the nose.

32B. RACECEIVERS: Raceceivers are mandatory for Race Director Communications.454.000

32C. RADIOS: Radios are optional but allowed for communications between one spotter only and driver. Spotter must be in designated spotters stand during race.

32D. CAMERA: One camera max allowed must point out front window. **EFRC** "except for rare cases" example track/tech approved Media use.

33. ILLEGAL EQUIPMENT- No Data Logging gauges or Data recording/acquisition equipment or data gathering or timing devices are allowed. No computer or video analysis equipment of any kind allowed. No Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; aluminum blocks; dry-sump systems; floating brakes; Aftermarket brake recirculators; or external oil pumps; ABS units, or traction control devices of any kind are not allowed. No Speed Sensors of any kind, No titanium, magnesium, carbon fiber or tungsten products. No electronic monitoring computer devices capable of storing or transmitting information except memory recall tach. All wiring must be visible for inspection. **NO TRACTION CONTROL DEVICES OF ANY KIND** - Any type of traction control equipment is strictly prohibited on any car or location in the pit area of any event and will subject the team(s) to disqualification, confiscation of equipment, suspension, penalties and/or monumental fine before reinstatement. All illegal equipment is subject to confiscation and destruction at the discretion of management.

34. TEAM DRIVING: Not Allowed

35. CHAMPIONSHIP POINTS - will be awarded per your finishing position.

36.FEATURE INVERT: Season point night feature events will be inverted 65% of top 16 in qualifying or 65% of field if less than 16 cars. Discrepancies of .5 and up will round up .4 and below will round down.

37. CONE RESTARTS: New for 2025 in weekly racing divisions; the cone will not be in play until half the feature event laps have been completed, all cautions prior to halfway will be lined up in a single file restart. Once halfway in a weekly racing division A or B Main the field will get two attempts. Once two double file re-starts have been exhausted; if another caution would be needed before the finish of the event, the field will once again align in a single file re-start manner for the remainder of the event.

38. LOCAL TRACK VISITING EXCEPTION: Cars from local neighboring tracks that have similar but differing rules, and/or similar performance, may be allowed to participate during the season in the interest of welcoming competition. These cars can be granted temporary eligibility status for one week at the discretion of officials on a case-by-case basis for eligibility and rule book conformity.

39. PENALTIES-See Below

WEIGHT	OFFENCE	POINTS	FINE
<i>1-5 LBS Light</i>	<i>ANY OFFENCE</i>	<i>-10 POINTS</i>	<i>-\$50.00</i>
<i>6-10 LBS Light</i>	<i>ANY OFFENCE</i>	<i>-25 POINTS</i>	<i>-\$100.00</i>
<i>11 LBS & Over Light</i>	<i>ANY OFFENCE</i>	<i>DQ</i>	<i>DQ</i>
LEFT SIDE			
<i>Up to 0.2% Over</i>	<i>ANY OFFENCE</i>	<i>-10 POINTS</i>	<i>-\$100.00</i>
<i>Over 0.3%</i>	<i>ANY OFFENCE</i>	<i>DQ</i>	<i>DQ</i>
FRONT WEIGHT			
<i>Under up to 0.2%</i>	<i>ANY OFFENCE</i>	<i>-10 POINTS</i>	<i>-\$100.00</i>
<i>Under 0.3%</i>	<i>ANY OFFENCE</i>	<i>DQ</i>	<i>DQ</i>



2025-Weekly Division Championship Points Breakdown

Position	Qualifying	Dash	Heat	C-Main	B-Main	A-Main
1	10	10	5	TFR	TFR	100
2	9	8	4	TFR	TFR	95
3	8	6	3	20	TFR	91
4	7	4	2	19	TFR	88
5	6	2	1	18	50	86
6	5	1		17	48	84
7	4			16	46	82
8	3			15	44	80
9	2			14	42	78
10	1			13	40	76
11				12	38	74
12				11	36	72
13				10	34	70
14				10	32	68
15				10	30	66
16				10	28	64
17				10	27	62
18				10	26	60
19				10	25	58
20				10	24	56
21				10	23	54
22				10	22	53
23				10	21	52
24				10	20	51