



2009 SPORTSMAN RULES

1. DISCLAIMER

The rules 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 rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The Race Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the Technical Director or MMS Manager. Their decision is final.

PROTESTS

1. Only drivers may protest. Protesting drivers and protested cars must have finished in the top five and be on the lead lap. All protests must receive an approval from the Tech Director. Spite protests and unsportsmanlike protests will not be accepted.
2. All protests must be submitted to MMS Tech Director in writing within 10 minutes of feature race completion, and be accompanied by \$250 CASH. The driver who wins the protest will receive \$225. Driver can only protest 3 times in one season and must wait three weeks before protesting again.
3. Drivers or cars found illegal forfeits all points and moneys earned for the entire race meet.
4. Refusal to comply with protest or to tear down when instructed by MMS Technical Director, will result in a fine equal to protest amount, an automatic two event point suspension, and loss of points and money earned for the event. Upon returning to competition driver must agree to tear down after racing events for free.

GENERAL RULES

These rules are intended to produce a fair and competitive field of like cars and are subject

to change as needed, without notification or justification. The MMS Management and Chief Technical Director reserve the right to refuse any competitor without reason or justification. The intent and interpretation of the rules will be the decision of the Chief Technical Director and MMS Management. If there are any questions regarding the legality of any part(s), the burden of proof lies with the competitor.

CONTENTS:

1. BODY AND APPEARANCE 6. BODY

2. ENGINE 7. SAFETY

3. TRANSMISSION 8. TIRES & WHEELS

4. REAR ENDS 9. PROTESTS

5. SUSPENSION

1. BODY AND APPEARANCE

A. Any 1970 and up American made sedan with a stock wheelbase of 108" (2" tolerance allowed). All Unibody vehicles must tie front and rear frames together in a safe and approved manner by using 2-inch x 3-inch x .095-inch square tubing.

B. Stock snout, stock side rails to front of rear end minimum 2900 pounds 55% left side weight.

C. Camaro snout with leaf springs 3000 pounds 55% left side weight.

D. Camaro snout coil springs 3100 pounds 55% left side weight.

E. Steel bodies 56% left side weight.

F. Third link optional. Subject to weight penalties for fairness of competition.

AT THE DISCRETION OF THE PROMOTER AND TRACK MANAGEMENT,
ADJUSTMENTS SUCH AS BUT

NOT LIMITED TO OVERALL CAR WEIGHT/PERCENTAGES, ETC. MAY BE IMPOSED
TO EQUALIZE COMPETITION.

2. ENGINE

A. V8 engine only. Maximum 362 C.I.D. The formula used to determine static C.I.D. will be as follows:

$(\text{Bore } 2) \times (0.8754) \times (\text{Stroke}) = \text{Cubic Inch Displacement of each cylinder. All cylinders added together equal the total cubic inch displacement of the engine. This is the only formula MMS will use during an engine tear down.}$

B. A P&G cubic inch measurement tool may also be used to evaluate cubic inches without tear down.

C. Centerline of crankshaft must be a minimum of 12" from ground level, centered in vehicle (+ / -1").

Forward most spark plug must be set back no further than upper ball joint (+/-1 1/2").

D. Holley 2 bbl model 4412 carburetor only. No modifications except choke butterfly may be removed and choke horn may be machined off. Breather gasket must remain. No radiused edges. Boosters may not be changed sizes and shapes must not be altered. Height must remain standard. Any modifications not covered will not be permitted.

E. Breather and air filter required at all times. Cold air boxes are not permitted. Breather may not extend through hood. Air cleaners may not be removed during practice, qualifying, or competition. All air cleaners are subject to approval by MMS tech official(s). Air cleaners and air intakes must not alter the outward appearance of the car and must be covered by the hood at all times. Only a round dry type paper air filter elements maintaining a minimum of 12 inches and a maximum of 16 inches in diameter will be permitted. The element must maintain a minimum of 1 1/2 inches and a maximum of 4 inches in height. All air shall be filtered through the filter element. The element, filter assembly, or the area around these items may not be sprayed or soaked with any type of chemical, liquid, powder, or gel.

F. Aftermarket aluminum intake manifold allowed with maximum 4 5/8" from carburetor mounting surface to inside bottom.

G. Any cast iron head that meets the following. Stock valve angle, maximum 200cc intake port runner Angle plug permitted, Bowtie or World Products, Angle milling permitted, screw in rocker studs and guide plates optional. Stud girdles optional. No porting or polishing, may blend valve job to bowl, can extend past the center line of valve guide.

H. Cylinder heads may be ported no more than 3/8" from intake or header surface. Must use Fel-Pro part # 1205 or Mr. Gasket, part #101.

I. Roller rocker arms allowed 1.5 or 1.6.

J. OEM diameter valve stems only.

K. Stainless steel valves allowed. No titanium valves. Maximum valve size 2.02 intake / 1.60 exhaust. Titanium retainers allowed.

L. Hydraulic or solid lifters only. No roller lifters.

M. Maximum valve lift .500 measured at the valve with zero lift. 50 lbs. weight penalty for 2009 season only.

N. Flat top 2 eyebrow or 4 eyebrow pistons only. No dome top pistons.

O. Steel rods only.

P. Stroke must remain stock for block used. Balancing allowed. No lighting. Minimum crankshaft 48 lbs.

Q. Aftermarket oil pans allowed.

R. Headers allowed. 180 degree headers are Not allowed. Exhaust must exit past driver.

S. Starter must be in working order.

T. MSD ignitions optional. No crank triggers.

GM 88958604 Crate motor 50 lb weight break.

1.6 rockers allowed, updated valve springs and balancer allowed. See pro late model rules

100 pound weight break for box stock 604 crate engine, no updates or rebuilds to claim weight break.

Holley 650 HP 4150-80541 4 barrel carburetor. No alterations.

1" Aluminum Carb Spacer allowed. Open or 4 hold type, no taper or beveled holes. Adjustable phenolic spacers allowed. Gasket thickness not to exceed 0.065.

MSD Soft Touch Rev Control with 6300 RPM Chip required mounted out of reach of driver on right side of car and taped and tie wrapped into place.

Only the top five drivers finishing a race, their crew chief or owner may claim a General Motors crate engine number 88958604 from a driver finishing the race ahead of the claiming driver. The claim will be limited to the one car and must be within 10 minutes after the completion of the feature event with the cash only claim fee to the Race Director. The claim fee will be the current price of the General Motors crate engine number 88958604 plus \$100. The fee will be distributed to purchase a new General Motors crate engine number 88958604 for the driver being claimed plus a \$100 pulling fee. Not included in the claim are carburetor, water pump, distributor and pulleys. A claim fee will not be accepted should MMS Technical Official(s) determine the claim fee has been made on behalf of someone else or if the fee is from more than one party. Failure to pull and sell a claimed engine will result in the driver claimed, forfeiting all purse and points for the event and all track points for the year. The driver must also pay \$1000 fine prior to being allowed to compete again at MMS.

3. TRANSMISSION

A. OEM production 3 or 4 speed transmission only. No automatics allowed. Minimum of two forward and one reverse gear required at all times. No Hightower transmission, No Jerico transmissions. Richmond T10 permitted. Gears may not be cut, altered or lightened.

B. Steel bell housing, Lakewood type scatter shield required if using OEM type clutch.

C. Multi-disc clutch on flex plate permitted. Scatter shield not required with multi-disc clutch but is recommended. 7 or 5.5 clutches permitted.

D. No aluminum flywheels.

4. REAR ENDS

A. Floater rear ends allowed. May be interchanged between manufacturers. Changing of gear ratio and locking of rear end by welding or use of spool permitted. Quick change rear ends are permitted. Must claim gear on quick change housing. Must be within 2 hundredths of a Ford 9-inch gear ratio.

B. No wide 5 hubs.

C. No traction control devices. One ignition coil only. On board computers, traction control devices, automated electronics, recording devices, camcorders or filming devices, telemetry devices, automatic lap scoring/timing devices (Other than those issued by MMS Tech Director), or digital readout gauges are Not Permitted! Microprocessors or electronic memory chips will not be permitted.

Any car found with an electronic device will subject the driver to a penalty of 1 month, and/or be fined a minimum of \$500, and/or result in loss of championship points.

D. No cambered rear end tubes.

5. SUSPENSION

A. Unless otherwise stipulated, all suspension parts must remain in stock location. No aluminum parts unless otherwise stipulated.

B. Tubular upper A arm permitted. Aluminum cross shaft permitted. Upper A arm towers may be relocated on frame. No modifications allowed on lower A frame.

C. Stock type one piece sway bar allowed. Mounting optional.

D. Stock spindles only.

E. Weight jacks, threaded height adjusters or shims in springs allowed. Small diameter springs are not permitted.

F. One shock absorber per wheel. No coil overs. No aluminum shocks. Steel body shocks Only. No remote reservoirs.

G. Maximum tread width 67", center to center. Full frame must remain from front of car to front of rear axle.

H. Frame may be reinforced or fabricated with 2"x3" tubing from beyond rear axle of car for mounting of fuel cell. Front cross member may be notched out for fuel pump clearance.

6. BODY

A. Bodies may be made of steel, aluminum or fiberglass. No carbon fiber and no down force bodies of any kind permitted. Must fit referee.

B. Doors, quarter panels, fender and rear deck lid may be fabricated. All body panels must maintain stock appearance. Stock front and rear windshield angle required.

C. Triangular enclosures at bottom of A post allowed must be no more than 12" horizontally and 7" vertically.

D. All parts of car must maintain minimum of 5" ground clearance.

E. Minimum roof height 48" measured 10" behind windshield.

F. Maximum spoiler 6 1/2" by 61".

7. SAFETY

A. Roll cage must be constructed of minimum 1 3/4" OD, minimum .090" wall steel tubing. This cage must be framed mounted on all four corners or tripled area on vehicles with no sub frame.

B. Roll cage must have 4 door bars on driver's side, minimum of 3 on right side. Door bars must have vertical bars for strength or be plated.

C. Fuel cell required maximum 22 gallons. Cell must be in metal container and maintain 10" ground clearance. Cell must be secured with minimum of two, 1/8" x 2" steel straps around fuel cell. Frame to frame nerf bar on rear required, minimum 1 3/4" OD, .090" wall pipe. Nerf bar must go at least as low as bottom of fuel cell or 4" below frame.

D. Stock four wheel brakes required. Rear disc brakes allowed. No aluminum calipers.

E. No electric fuel pumps or pressurized systems allowed.

F. Approved helmet and fire suit required any time vehicle is on racing surface. Gloves highly recommended. Neck collars are mandatory.

G. Window net is required. Must release at top left corner. Window net may not attach to any body part whatsoever.

H. Two drive shaft loops required within 12" of drive shafts end. Driveshaft must be painted white.

I. Battery must be secured outside of driver's compartment.

J. Approved fire extinguisher, with pressure indicator, must be installed within driver's reach.

K. Racing seat must attach to roll cage, not to floor. Must have head restraint to rear.

L. Minimum 3" seat belt and harness with submarine strap required. Seat belts must attach to roll cage or seating mounting bars.

M. Any other safety related items (method of securing weight, etc.) must be approved by Chief Tech Inspector.

8. TIRES & WHEELS

A. Steel wheels only, maximum 8" in width. Wheels must have maximum 2" offset.

B. Hoosier F-53's only.

C. Any tires detected to be treated or any treating equipment, treating liquids, etc. will be cause for the driver, crew chief and car owner to be asked to leave the speedway property immediately. There will be no refunds nor winnings paid for that event to anyone in violation of this paragraph.

9. PROTESTS

A. Only drivers may protest. Protesting drivers and protested cars must have finished in the top ten and be on the lead lap. All protests must receive an approval of the pit officials. Spite protests and unsportsmanlike protests will not be accepted.

B. All protests must be submitted to pit officials in writing within 10 minutes of feature race completion, and be accompanied by \$250.00 CASH. The driver who wins the protest will receive the \$225.00.

C. A driver can only protest three times in one season and must wait three weeks before protesting again.

D. Driver or car found illegal forfeit all points and moneys earned for the entire race meet.

E. Refusal to comply with protest or to tear down when instructed by MMS officials will result in a fine equal to protest amount, an automatic two-event points suspension and loss of points and moneys earned for the evening. Upon returning to competition driver must agree to tear down after racing events for free.