



Sportsman Rules

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ALL IDENTIFIED RULE INFRACTIONS MUST BE RESOLVED PRIOR TO THE FOLLOWING EVENT (NO ON-GOING WEIGHT PENALTY SUBSTITUTE). ARGUING/ABUSING A RACE OFFICAL WHILE DOING THEIR JOB IS SUBJECT TO SUSPENSION FOR UNSPORTSMAN LIKE ACTIONS DETRIMENTAL TO THE SPORT.

1. CHASSIS:

- A. Any U.S. manufactured passenger car chassis.
- B. Minimum wheel base of 101".
- C. Convertible, 4-wheel drive or Sub-compact car chassis are not allowed.

2. BODIES: Car or Truck

A. Aftermarket or Fabricated Body Option

- i. Performance of 5-Star ABC Style bodies are allowed but do not receive and weight break
 - 1. Stock appearing roof and B Pillars only.
 - 2. Fabricated portions of the bodies are allowed.
 - 3. No wedge-shaped bodies. The body must resemble factory produced cars.
 - 4. Edges of the body, where bent must have a minimum of 1-inch curved radius. Must not be right angle of sharp bends.
 - 5. Panels must retain the original type contour. NO Side Slab.

6. Stock appearing deck lids, tail panels, hoods. May be made of aluminum. Must be stock appearing. Deck lid must be at least 12" and the width of the body.
 7. No wrap around windshields or tear-drop style rear windows.
 8. Fenders and quarter panels may be aluminum, fiberglass or steel. Must be stock appearing.
 9. Air Cleaner cannot protrude through the hood. It must be covered by a hood scoop or hood.
 10. Spoiler, 6" high x 60" maximum width. 3-tubular braces made of 3/4" material not to exceed 18" or spoiler height. Rudders and or Side Boards are not allowed.
 11. Stock appearing nose only. NO MD3 or radical outlaw noses. No dirt car noses or fabricated shovel noses. No widening of the nose to fit the body width.
 12. Stock appearing rear bumper must be utilized. No widening of the rear bumper to fit the body.
 13. Must incorporate an accessible tow cable or chain on the front and rear of the car.
 14. Truck beds must be covered in aluminum or steel and set level. No altering of the design to act as a spoiler. Spoiler dimensions are the same as the car spoiler dimensions.
 15. Fuel Cell must be accessible through a hatch in the bed cover. The minimum dimensions of the hatch are 24" x 32"
- ii. Contact the WRC if you have any questions about the rules for your body design.

B. Stock Steel Body Option

- i. Intermixing of stock OEM manufactured components is allowed.
1. OEM Stock Steel Roof skin, Steel B Pillars, Steel Quarter Panels, Stock appearing Steel hood skin, steel doors and steel truck skinned cars will receive a 100 lb. weight break.
 2. Stock Camaro, Chevelle, Nova, Monte Carlo, Impala and OEM factory components are required to utilize this option
 3. Stock appearing nose only. MD3 or other radical noses or Dirt car noses are not allowed
 4. Taillight panel must be stock appearing and non-flow through design. It cannot be widened to fit the body.
 5. Deck lid will be accessible 12" and body width.
 6. Truck/El Camino beds must be covered with steel to receive the weight break option.
 7. Fuel Cell must be accessible through a 24" x 32" hatch in the bed cover.
 8. Must have stock appearing bumpers in the stock location. Round or square tube bumpers must be covered. Aluminum bumpers are allowed. NO SHARP EDGES.
 9. Spoiler, 6" high x 60" maximum width. 3-tubular braces made of 3/4" material not to exceed 18" or spoiler height. Rudders and or Side Boards are not allowed.

D. General Body Rules for Sportsman/Street Stock Competitors

- i. No jacked-up decks
- ii. Side skirting must not interfere with the ride-height gauge on the left side of the car.
- iii. If it can cut a tire it is no good and prevents that car from competing. Rounded off bolts or carriage bolts should be used for mounting rub-rails or exterior bracing.
- iv. No portion of the body or chassis may be lower than 4", measured on the left frame rail.
- v. Body must be symmetrical, centered on the chassis and remain in the stock configuration.
- vi. Radiator: Must be mounted in front of the engine. Cannot protrude through the nose or hood. All reinforcement must be behind the grill. Any type radiator can be used. Over-flow hose must exit onto the right side of windshield base.
- vii. Front and Rear Firewalls must be sealed to prevent fire and or fluids from getting into the drivers compartment.

- viii. Coffin shaped interior are not allowed. Interiors must taper down from the passenger door window to the driveshaft tunnel and must be sealed to prevent fire or fluids from getting into the drivers compartment.
- ix. Mirrors are not allowed.
- x. All added weight must be painted white. The weight must be mounted using 2 ½ bolts and be approved by WRC Tech Inspector.
- xi. All glass must be removed from the car or truck. Lexan may be used in place of the windshields and must be remain stock appearing. Windshields are MANDATORY.
- xii. Drivers sided floor pan must be covered or replaced with a 1/8" thick steel plate. Front cage post to rear cage post must be welded or bolted in. Minimum width or the drivers' seat is MANDATORY.
- xiii. ONE DRIVESHAFT LOOP IS MANDATORY. The loop must be in front of 1/3rd of the driveshaft.
- xiv. Driveshaft must be painted white. Aluminum and or Carbon Fiber Driveshaft's are NOT allowed.
- xv. Any cars or trucks not meeting these requirements will be subject to weight penalties at the discretion of the WRC Officials.
- xvi. Front and Rear tow hooks must be secured to the bumper or frame of the vehicle and be large enough to accommodate the wrecker hook and hold the weight of the vehicle.
- xvii. All body, weight, and height measurements with driver in the car.

3. Battery:

- A. Must not be located in the driver's compartment.
- B. One 12-volt battery, (checked randomly). Covers are recommended.
- C. One battery disconnect must be located to the right side of the driver and be accessible to the driver and safety crew. Clear marking of ON and OFF are required.
- D. The battery must be securely mounted in the car/truck using 2-inch wide metal straps.

4. Brakes:

- A. Must have 4-wheel brakes. All 4-wheel brakes must be working at all times.
- B. Aftermarket brake pedals and master cylinders are allowed. Aftermarket brake calipers are allowed.
- C. Interchanging of stock parts is allowed.
- D. Made for racing dual master cylinder and brake pedals are allowed. Anti-lock brakes and or shut-off valves are NOT ALLOWED.
- E. Adjustable proportioning valves are allowed. Front to rear control only.
- F. Traction Control devices, regardless of actuation method and wheel speed sensors are NOT ALLOWED.

5. Carburetor:

- A. One 2-barrel Holley Only. Manufactures part number 4412, unaltered with the exception of the choke horn, choke shaft and butterfly. Must have circular shaped stock venturi's. No altering of the throttle shaft, plates or screws. No exceptions. Screws must protrude through the shaft to receive that 100 lb. weight break.
- B. A Maximum of one 1" thick carburetor adaptor or spacer plate can be used. It must be able to be removed from the carburetor for inspection purposes.
- C. No opening in the intake manifold to the atmosphere other than for the carburetor. No openings in the carburetor to atmosphere other than it inlets. Carburetors leaking to the atmosphere upon using a simple spray test will be inspected for further modifications. MANDATORY DISQUALIFICATION if any alteration is found. NO EXCEPTIONS.
- D. Single 4-barrel carburetors can be used. NO WEIGHT BREAK ALLOWED.

6. Differential:

- A. Rear-ends must be stock or may be welded.
- B. Ford 9" or Floaters are allowed.

7. Engine:

- A. Any cast iron block.
- B. Cast iron straight-plug or angle-plug heads are allowed.
- C. No adaptor or spacer plates allowed between the cylinder heads and intake manifold. The intake must bolt directly to the cylinder head.
- D. Roller Rockers and Stud girdles and Shaft systems are allowed. Any Camshaft is allowed.
- E. Any HEI or MSD 6al non-programmable, part number 6430 only. No electronic or manually operated timing devices allowed. 4-pin sealed modules are allowed.
- F. Starters must be in working order at all times.
- G. Engine location: The forward most spark-plug hole in line with the center of the ball joint checked on the drivers' side of the car/truck, "+- 1-inch".
- H. Contact the WRC if you have any questions about the engine rules.

8. Exhaust:

- A. Drop and 180 degree headers are allowed.
- B. Exhaust must exit to the rear of the drivers' compartment.
- C. Exhaust must be securely mounted with hangers.
- D. Working mufflers are mandatory. Must meet 97 decibels at trackside.

9. Frame:

- A. Full frame may be shortened to a 101" minimum wheelbase.
- B. Tube tail-sections are allowed from the centerline of the rear-end to the bumper.
- C. Front and rear clip mixing is allowed. Must retain stock frame rails and connection points. EXOTIC FRAME MODIFICATIONS ARE NOT ALLOWED.
- D. Any frame plating or tubing attached below the stock frame rails will be considered the frame. Stock lower trailing arm geometry must be retained.
- E. Uni-body frames must retain stock frame rails and suspension mounts or be grafted on a conventional full frame. Some plating of stock frames is allowed.
- F. Steel frames and sub-frames only. Aluminum frames are NOT ALLOWED.
- G. A Camaro clip tube rear car is okay to run.
- H. All frames may be notched for fuel pump clearance and oil pan clearance. (Rear sump clearance only)
- I. Any cars or trucks not meeting these requirements will be subject to weight penalties at the discretion of the WRC Officials.

10. Fuel System:

- A. Pump or Racing gasoline only.
- B. Nitrous Oxide Systems are NOT ALLOWED.
- C. Fuel Cells are mandatory and must be mounted in a steel container. Aluminum containers are NOT ALLOWED.
- D. Fuel lines and or transmission lines cannot go through the drivers' compartment.
- E. Gas caps must be securely mounted to the fuel cell with a chain or cable. This is MANDATORY.
- F. A fuel cell guard made of 1 3/4", .095 wall thickness tubing is required. The cell guard must extend to the bottom of the fuel cell and be welded to both frame rails.
- G. 8" minimum height of the fuel cell to the ground at its lowest point.

11. Roll Gage Construction:

- A. A 4-post roll cage is mandatory!
- B. The cage must have 3 left-side horizontal bars and 2 left-side vertical bars down to the left frame rail.
- C. The cage must have 2 right-side horizontal bars and at least 1-vertical bar that connects to the right frame rail.
- D. The entire cage must be made of 1 3/4", .095 wall thickness tubing. (May be randomly checked). Black Iron pipe and galvanized pipe is NOT ALLOWED.
- E. Drivers' side of the car must a steel plate the extends from the left front cage post to the left rear cage post from the top of the door bar down to the frame. This plate must be made of 1/8th steel and be welded to the bars. This will be inspected and approved by WRC Officials. Safety, Safety, Safety!!

12. Suspension- Front and Rear

A. Front Suspension:

- i. Tubular Upper control arms are allow. Tubular lower control arms are NOT ALLOWED.
- ii. Stock components only! Interchanging of stock components is allowed.
- iii. Aluminum suspension components are NOT ALLOWED.
- iv. Rack and Pinion Steering is NOT ALLOWED.
- v. Steel Heim joints/tie rods ends are allowed. Adjustable center-links are allowed.
- vi. Howe forged spindles are allowed. (No weight break). Tubular or hollow spindles are NOT ALLOWED.
- vii. No tubular or 3-piece splined sway bars, stock OEM style only. Mounting must clear you steering appropriately. Mounts cannot interfere with tie rods or clamps.
- viii. Front springs must be in the stock location and have the same type of mounting as OEM. 4" minimum spring diameter. Screw cups and Jack bolts are allowed.
- ix. Driver actuated jacking devices are NOT ALLOWED.
- x. **78"** maximum tread width measured at the sidewall on the center of the spindle.
- xi. All cars/trucks us stock front suspension including tubular upper may subtract 100 lbs.

B. Rear Suspension:

- i. Must retain stock geometric measurements and linkage rations for the frame used.
- ii. 2 or 4 link rear end suspensions will be allowed. Simple 3 link is allowed. Factory 3 and 4 link and track bars are allowed.
- iii. Aluminum and or Spring-loaded components are NOT ALLOWED. If you run a 3-link, J-bar or panhard bar, add 100 lbs. See weight section for further definitions.
- iv. Coil over or Coil over eliminator components are NOT ALLOWED.
- v. Rear Spring pockets may be altered by moving them up 2-inches. Rear frame cross member may be modified; however, spring pockets must retain the same general design. Any cars or trucks not meeting these requirements will be subject to weight penalties at the discretion of the WRC Officials.
- vi. Stock Steel Shocks only. (Pro, AFCO, CARREA, Bilstein or QA1). Welded end, economy style shocks or stock type mounts only. Aluminum, External Reservoir, PENSKE, REVALVEBLE BILSTEIN, OHLIN OR INTEGRA SHOCKS are NOT ALLOWED.

The shock rule is pretty straight forward. NO EXOTIC or HIGH DOLLAR Shocks for this class. If you have non-economic shocks, please contact the WRC before coming to the track with your car. There is a \$100 per shock claim rule. You have to meet the following criteria to be eligible to claim shocks.

- a. You must be a register driver and have competed in this class for a minimum of two weeks at the Whittmore Speedway.
- b. You must finish on the lead lap of the car that the shocks are being claimed.
- c. The driver claiming the shocks must do so within 10 minutes of the end of the feature.

- d. The claimed shocks must be on the claimer's car at the next race at the Whitemore Speedway.
- e. Shocks will be marked by the WRC Tech Inspector.
- f. Any cars or trucks not meeting these requirements will be subject to penalties at the discretion of the WRC Officials.

13. Tires and Wheels:

A. Tires:

1. Towel City 8" Slick with the 89A Compound.
2. Tire Softening or altering is strictly prohibited. See the Tire Rule in the General Rule Section.

B. Wheels:

1. 8" Steel Safety Wheels only.
2. 1" lug nuts.
3. 5/8" wheel studs are mandatory with threads exposed past the lug nut.

14. Transmissions:

- A. Any transmission is allowed, (including BERT, Brinn and etc.) as long as it has working forward and reverse gears.
- B. 5" mini clutches, direct drive automatic with coupler and dummy converter are allowed.
- C. Aluminum Flywheels are NOT ALLOWED.
- D. Drive shafts must be made of steel and painted white. Aluminum and/or Carbon Fiber drive shafts are NOT ALLOWED.
- E. Two drive shaft loops are required. One near the front and one near the rear of the drive shaft.

15. Traction Control:

- A. All electronic and/or computerized wheel spin and/ or ignition retardation and or acceleration limiting and or traction control devices of any type at NOT ALLOWED.
- B. Adjustable ping control devices: dial chip controls and/or automated throttle controls and adjustable restrictor plates are NOT ALLOWED.
- C. Remote controls of any type are NOT ALLOWED.
- D. Data Collection/acquisition devices are NOT ALLOWED.

16. Weight:

- A. 3100 lbs. is the base weight for this class before an event.
 - i. Cars/trucks with any 3-link or panhard bar, add 100 lbs.
 - ii. Cars with a gauge legal 4412 2-barrel carburetor, deduct 100 lbs.
 - iii. See the body rules for definition of weight break.
 - iv. Cars/trucks with Stock Front Suspension, including tubular uppers, may deduct 100 lbs.
- B. **Maximum of 58% left side weight with the driver and car ready to race. CANNOT be 59% or you will be disqualified.**
- C. Maximum of 52% rear weight with the driver and car ready to race.
- D. WRC Officials have the right to adjust the rules to even the competition.
- E. Upon filling out your Drivers Registration, you must claim your modifications and be labeled with the correct weight for your car.

The correctly claimed weight must be displayed on the WRC Inspection sticker on the upper right-hand corner of the windshield.

17. Time/Invert:

- A.** SS will invert with 12 or more cars. Invert will be roll of one die plus 6 by the Fast Qualifier.
- B.** SS if you are .750 seconds or more slower than fast time you will be moved to the rear of the field.