



**2008 Season Rules**  
**Interstate Auto Center's**  
**I-90 Speedway**  
**SPORTSMAN**

(Last revised 3/1/08)

**BODY**

1. Any U.S. manufactured full body passenger car 1970 or newer. Aluminum bodies allowed with stock body lines and stock roof (steel, aluminum or fiber glass). Square or rectangular rub rails no larger than 1" by 2" may be attached to body between fender wells, flush with body and painted to match the car. No rear view mirrors. Hood and trunk lid may be gutted. Stock bumpers must be attached to fenders to prevent hooking. Aluminum replacement bumpers allowed. No holes in hood. Maximum rear spoiler heights is 6 inches. Aftermarket nose and tail pieces optional. Homemade bodies or panels allowed. Steel hood scoops allowed not more than 2" in height and fully enclosed. Tinning on passenger's side must go from top edge of drive shaft tunnel to base of window at a slant for easy exit and for safety. Must have a minimum of (3) windshield bars and screen securely fastened in front of driver. Car number required on both sides of car and on roof minimum of eighteen inches in height, a number is required facing the front and rear of the car with a minimum height of six inches. In this division points go to the Driver.

**CHASSIS**

2. Cars must retain original wheelbase with 108" minimum. Stock frames only, must match body, frame rail may be replaced from spring pocket back. All engines may be no further back than the #1 spark plug hole aligning with the centerline of the lower ball joint. Unibodied cars may tie rear frame to front frame. 1980 or newer Ford unibodies (Thunderbirds and Zephyrs) allowed, may be replaced with full frames. A full perimeter (4) point roll cage with an "X" brace in rear and rear kickers must be used. Roll bar padding required in driver compartment. Fire retardant padding recommended. Roll cage must be securely welded to frame. Gussets should be used at all joints of principal members. Must have a minimum of (1) cross bar in top halo of roll cage. Minimum (.095) inch rubbing at least (1.666) inch outside diameter for cages and door bars. Must have (4) horizontal bars on driver's side and (3) horizontal bars on passenger side of cage. Must have (3) vertical bars on driver's side and (2) vertical bars on passenger side of cage, not tubing or galvanized pipe allowed. Loose objects and/or weights must not be used in driver's compartment or outside of the body or hood area. Weights must be securely mounted to frame or roll cage, must be painted white and have the car number on it, and be attached with at least two-half inch bolts.

**WEIGHT**

3. Car with driver must weigh a minimum of 3000 pounds immediately after each race. All ballast must be securely mounted and painted white with car number on it.

**REAR SUSPENSION**

4. Heavy duty sway bar is allowed in stock location. Rear suspension must be type for year and model of chassis and in stock location only. Stock chassis mounts in stock locations. Replacement of control arms is allowed. Must be steel only. Control arms must be mounted in stock location only. Upper control arms must be mounted to factory chassis cross member. Upper control arms must be mounted to rear end with a six inch offset from center. Both upper control arms must match and both lower control arms must match in material, size, rod ends and bushings. All bolt holes for mounting control arms must be round (no slotted holes) in chassis, control arms, or rear ends. Only one mounting hole allowed at each end of control arms and at each mounting point of rear control arms. No walking or sliding styled rear ends. Diagonal pan hard bar from right to left but cannot go past the front of the rear end. Coil spring

mounts must be welded to the top of the rear end housing with a maximum of a two inch offset from the center of the rear end axle tube.

#### **FRONT SUSPENSION**

5. Front suspension and steering must be stock and in stock location. Stock appearing passenger car spindles only. Adjustable upper A-Frames optional. No aluminum. Racing springs allowed. One non-adjustable racing shock allowed per wheel.

#### **BRAKES AND DRIVE TRAIN**

6. All four brakes required to be operational. No brake shut-off devices. Red rear brake light required. Must be OEM type automatic or disc type manual transmission only. Automatic transmission must have an approved scatter shield or blanket. Manual transmissions must have as approved scatter shield. No buttons allowed. Triple disc clutches allowed. No aftermarket transmissions allowed. Starters must be in stock location only. No transmission cooling devices allowed in driver's compartment. Locking rear axles allowed. Full floater rear end allowed. No Detroit lockers. No spin carriers, torque bias or cambered rear ends allowed. Drive shaft must be painted white. A 360 degree drive shaft loop is required and should be constructed of at least 1/4" by 2" steel and should be mounted no more than 6 inches back from front u-joint.

#### **WHEELS AND TIRES**

7. All tires must be either Hoosier Dirt Bozz 265 or 275 A40's medium compound. No softening of tires allowed. Steel wheels only, 8" maximum width. No aluminum, plastic or carbon fiber wheels allowed. Beadlock recommended. One inch lug nuts required. Tires may be grooved and/or sipped.

#### **FUEL & FUEL TANKS**

8. Racing fuel cell enclosed in a steel container with a check valve is required securely fastened inside trunk of car. Rear firewall required. Fuel lines through drivers compartment must be in steel pipe or conduit. No fuel filters in driver's compartment. A limit of one standard fuel filter is allowed between the fuel cell and carburetor. No electric fuel pumps. Gas only. No performance additives.

#### **BATTERY**

9. Plastic or poly case securely mounted in steel battery box firmly mounted in trunk.

#### **ENGINE AND CARBURETOR**

10. Maximum (360) cubic inches on Chevrolets & (370) cubic inches on Fords & Chryslers.
11. Must be stock appearing, cast iron only and must match GM engine in GM car, Ford engine in Ford car, etc. No roller cams allowed. Starter must be operational and must be in stock location. Aluminum intake manifolds allowed. Any two barrel carburetor with 1-11/16 inch throttle bore. Carburetor adapter plate may be used with maximum of (3) stock carburetor gaskets. Headers are allowed but exhaust must exit behind firewall and under car. No rear mounted radiators. Any radiator overflow tubes must be directed to the ground inside the frame rails.

#### **SAFETY**

12. Five point safety belts, sub belt and shoulder harness required. Belts required to be no more than two years old. Fire retardant racing suit and racing gloves and shoes are mandatory. Fire retardant socks, underwear and hood are highly recommended. Neck brace is required. Window net is mandatory. Helmets –SNELL SA00 OR SA05 required. Helmets must be worn at all times when driver is operating race car. No transmitting or listening devices are allowed in the race car. No electric monitoring computer devices capable of storing or transmitting information, except tach, allowed on race car. Kill switch required within easy reach of driver and must be clearly marked "OFF" and "ON". Aluminum racing seat fastened to roll cage required so top of helmet has a minimum of 2 inch clearance to the top of the halo bar. Top of seat must be fastened to prevent from bending backwards. Must have rear head support.

#### **CLAIM RULES**

13. The top four finishers in the events feature will be subject to a head or carburetor claim. Any driver finishing on the same lap as the fourth place car is eligible to claim provided they are a legal car, the driver pulls into the claim area under his own power and announces his/her intentions of claim or protest to the track official and produces

\$400 cash for a head claim or \$100 cash for a carburetor claim. \$325 or \$75 will go to the claimed driver and \$25 goes to the track in the event the claim or protest is accepted. The \$325 or \$75 will go to the claimed driver ONLY if he is legal. If the claimed driver is NOT legal, the \$325 or \$75 goes back to the claimer driver. The head claim does not include rocker arms. In the event of refusal, the driver will lose all points and pay for the event, be suspended for two points races, lose his rights to claim or protest for the season and required to pay a \$300 fine to the track before being allowed to return. Additional rules apply (see general track rules for more details).

**NOTE**

14. Any rules not covered here or any rules in question will be left up to the officials in charge. Their decision will be final.

**TRANSPONDER MOUNT LOCATION:**

15. AMB-it Transponder must be mounted behind the motor plate or mid plates. May be mounted on the backside of motor plate or mid plate, or beyond. \*Remember the transponder will not read through metal and must be less than 2 feet from ground.

**GENERAL RULES**

Track officials shall have responsibility for rules regulations enforcement at all events. At the discretion of track officials in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions. All cars are subject to inspection at any time. Approval of vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, for any losses or injuries resulting from the same. Any unsportsmanlike conduct by the drivers, owners and/or pit crews shall be grounds for disqualification. Drivers are responsible for the conduct and action of their crew members. Absolutely NO alcoholic beverages will be consumed by driver or pit crew prior to or while competing. No use of illegal drugs. All drivers must be at least 16 years of age (proof of age required). *Drivers under 18 years of age must have a signed and notarized parental consent form by parents or legal guardian and said consent must be in the hands of the track official before the individual will be allowed to participate in any event.* 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 event, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OR 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 specification herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation of deviation of these rules is left to the discretion of the officials. Their decision is final