



2023/2024 Sportsman Series Rules

In agreement with the Wheelman Sportsman series New Smyrna Speedway is honoring the rules for the New Smyrna Speedway Sportsman division to further promote sportsman racing for the state of Florida. These rules will be in effect for the 2023/2024 racing season.

- **PLEASE BE SURE YOU HAVE READ AND UNDERSTAND THE GENERAL RULES, SAFETY RULES AND DRIVER SAFETY EQUIPMENT BEFORE CONTINUING.**

1. CARS:

- Must be American made rear wheel drive passenger cars or station wagons only.
- Minimum wheel base is 104" and difference from left to right may not exceed ½". Maximum tread width 68" center tire to center tire. (66" using Referee)
- Transponders must be mounted 160" (front of nose to the center of transponder) from front of the nose and on outside of right-side frame rail.

2. WEIGHT:

- Minimum weight is 2900 pounds and 56.0% maximum left side weight at all times (without refueling), including post-race inspection.
- Method of determining post-race total weight will be at the discretion of Officials. Officials may either utilize "1 lb. per lap" burn-off or allow teams to refuel for post-race total weight rules.
- All lead weights must be painted white, with the car number painted on all sides of each individual piece. All lead weights must be securely fastened with two ½" bolts. Lead Inspection will be part of post-race tech and if a piece of lead is not properly painted white with car number in red or black marked on all sides the driver will receive a \$500.00 fine on 1st offense and will be an automatic disqualification on the 2nd offense. Any lost weight will result in a \$25 per pound fine to the Driver. No Tungsten or similar weight allowed!
- No carbon fiber or titanium allowed anywhere on the car.
- In the event a visiting competitor comes to race, the Series will have the right to add weight to make more competitive with our rules.

3. ENGINE / CARBURETOR / ENGINE LOCATION:

- Unaltered Sealed 602 crates with GM or Series approved seals only with exception of, you are allowed to use the **PAC1210x valve springs (installed heights are the same)** or the stock 604-crate engine oil pan, 7" inexpensive steel oil pan (Retail \$150.00 or less) or GM 604 replacement pan Champ P/N CP100LT. Any unsealed 602 crate will have a 100-pound weight penalty and aftermarket (Fake seals) will have a 150 pounds weight penalty. Subject to tech and must meet 602 guidelines 100%.
- Unaltered Holly 650 HP 4150-80541 four-barrel with 1" aluminum spacer. Absolutely No Alterations!!!! No billet aluminum carburetors.
- Body of carburetor - no polishing, grinding, or drilling of holes permitted. No paint, epoxy, or any other type of coating other than from carburetor manufacturer allowed inside or outside of carburetor.
- Any attempt to pull outside air other than down through venturis is not permitted.
- A minimum of two return springs is required. Throttle stops recommended.
- Forward most spark plug must be set back no further than upper ball joint ½" tolerance.
- Engine height 4 1/4" from center of crankshaft to center of lower control arm bolts that must be in stock location.
- Engine offset maximum of 2" to centerline of front lower control arm bolts.

4. IGNITION / COOLING / AIR CLEANER / EXHAUST:

- FAST Ignition part # 6000-6701 or 'JMS - Daytona Sensors' part # 6000-6701K only as produced on the original plate from original manufacturer (Highly recommended **but will be mandatory in 2025**) and mounted on the right side, out of reach of driver with dials set at 6200 rpm, pointed out the passenger side. The mag positive & negative shall be a maximum length of 62". Must remain uncut or spliced and on top of dash in clear view.
- HEI ignition with an MSD soft touch rev limiter (not inside distributor with a 6200 chip) mounted on right side out of reach of driver and must face passenger side window.
- NO Traction Control Devices of any kind - *If any 'traction control' device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a \$15,000 fine is paid. Additionally, the driver and owner will receive a lifetime ban from all events.*
- Cell phones, smart watches or blue tooth devices are not permitted in car at any time.
- Maximum of one, 12-volt battery per car. (\$299.99 maximum retail value on battery) (No Lithium Polymer or Lithium Ion) Alternators will be permitted.
- No digital dashes allowed. Stepper motor individual gauges are permitted.
- Radiator cap must not to exceed 31psi maximum.
- All air to carburetor must pass through a minimum of 14"x3" air cleaner and must be naturally forced from windshield or outside of hood. No ram air, electrically pushed air, or alike allowed.
- Series approved headers must have an advertised retail purchase price not to exceed \$759.99 and must be available for all competitors to purchase at the price. Coating and/or painting will be allowed if base price of headers does not exceed \$759.99.

5. BODY:

- Steel, fiberglass, aluminum fabricated bodies, Subject to tech approval. Minimum roof height on 4" blocks is 45" minimum, maximum quarter height is 37 ½" at any time, maximum front overhang including a maximum of 4" splitter is 48" and maximum rear overhang is 47".
- Body within 48" of the rear spoiler must be flat from side to side and front to rear within 1 ½".
- Bumpers shall not have sharp edges or open ends. Steel bumpers front, rear, and door bar are mandatory. Only exception is you are allowed an aluminum I-beam style rear bumper. I-beam style bumpers must be cut at a minimum of 30-degree angle with the front side (closest to fuel cell) being longer than rear side. No wider than 60" and must be centered on the car.
- Minimum ground clearance 4", body, frame, and side skirts at all times. No pulling up on car in tech line. Plastic wear tabs are allowed to extend below 4", no other exceptions.

- E. MUST run a Roof (minimum 45" wide x 38" long) and full Lexan windshield ½" tolerance on roof dimensions and roof may not be sucked down in the middle. "B" pillars must stop a minimum of 15" from rear spoiler and must taper from roof line to deck lid. Side window opening must be a minimum 12" at windshield and 8" at B pillar x 22" wide with no obstructions.
- F. No Sideboards, Rutters or Fins on side of body. Exception: All body panels are allowed to have a maximum 1" break at bottom, parallel to the ground, must have rounded corners facing inward and outward. No wheel flares allowed past the sidewall of the tire, or rear edge of tire except the nose and nose flares cannot exceed 82". This will be checked with a straightedge. One-inch flares at rear of quarter panels for bracing purposes allowed.
- G. All air used to cool the engine must pass through opening in the nose piece, through a sealed air box and into the radiator. There is no bottom feeding of air, or air boxes without a bottom on them. No tape, or removable air blocking devices will be allowed on nose or nose screen area. The way the car qualifies is the way it must start the feature. No panning allowed.
- H. No types of under-body air deflectors are allowed. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box. Air may not be blown or forced onto the tire or bead. Air may only be directed to the brake rotors. The duct work between the nose and the radiator may be no wider than 31" but must taper to match radiator width.
- I. Maximum deck lid width is 72". Deck lid will be measured at outside of top of quarter panel to outside of top of quarter panel at widest point.
- J. Maximum of 6" tall x 72" wide spoilers permitted. All spoilers must be clear. Must be centered on car regardless of width. May not extend past quarter panels even if the deck is less than 72" wide. Base of spoiler may not extend off rear of deck lid. Spoilers may be braced forward or backward with a maximum quantity four braces and a maximum ½" diameter tubular style bracing. No fins or caps of any kind.

6. CHASSIS / SUSPENSION:

Front:

- A. **OEM stock frame clips with stock steering box will receive a 50lb weight break (must be bone stock), 2" x 4" tube front clip or 2" x 3" tube front clip (must add 25 to cross member).** Guidelines: Must use stock lower A-Frames, may not interchange manufactures, GM on GM, Ford on Ford and must always maintain 3.5" for the center of the front lower control arm bolts to the bottom of the cross member equally at all times. This can be obtained by welding nuts on the bottom of the cross member and threading bolts into them and adjusting by bolts and washers This pertains to ALL clips, OEM, or tube. Lower mounts must be solid and nonadjustable. Must measure 17" with a ¼" tolerance from center bolt to center bolt on front side of lower control arm and 27" with a ¼" tolerance from center of bolt to center of bolt on front side of the rear lower control arm mount. Any tube clip that does not meet these specs will be deemed illegal.
- B. OEM lower a frame for chassis in stock location. No modifications of any kind other than weld in ball joint sleeve in original position.
- C. Adjustable one-piece sway bar only.
- D. Any idler arm and pitman arm in stock location. Steel tie rods or heim ends allowed inner and outer. Aluminum adjuster tube allowed.
- E. Stock steering box in stock location or rack and pinion steering will be permitted.
- F. OEM spindles only. No tubular spindles or drop spindles. Spindles may not be altered except drilling for tie rod which must remain stock OEM location and reaming for ball joints which must also remain in stock OEM location. No altering of hub pin or slugs to alter inclination angle.

Rear:

- A. Steel multi or mono-leaf springs. No composite or fiberglass.
- B. Rear coils 5" diameter minimum. Coil over eliminators allowed on rear with 5" spring and (1) 360-degree spring rubber per wheel.
- C. No fifth (5th) coil, torque arm or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end and no center pull (Trailing arm must be mounted a minimum of 2" below the bottom of the tube, this is measured from the bottom of the tube to the center of trailing arm bolt). All parts of 3 or 4 Link must be solid, one-piece construction with no moving parts, with one heim at each end. Trailing arms, third link and track bar mounts must also be solid and may not have the ability to move. (Minimum 21" and maximum 30" trailing arm length is center of heim to center of heim both mounted in forward direction and no more than 6" difference in length between the left and right trailing arm).

7. SHOCKS:

- A. Steel non-adjustable with aluminum heim allowed. No adjustable shafts or canisters permitted. If you have Schrader valves on your shock you must add 25 pounds of additional weight.
- B. Shock claim rule of **\$160.00** per shock, competitor or series may claim one to all four shocks.
- C. Absolutely no bump-stops, coil binding or chassis stops (up or down) of any type. Will be checked by putting front tires on 1/2" blocks and nose on the ground. Shocks must be removed without pushing down on car.
- D. **BILSTEIN SPEC SHOCK PROGRAM**- 100lbs weight break for SPEC shocks. Must run all 4 to receive weight break. Series official's hold the right to "swap" shock(s) with competitors at any point during the day. Any shock(s) that are swapped will be dynode at the track or sent to Bilstein to make sure they comply. If shocks are deemed to be altered in any way the following penalties will apply: 1st offense will result in a \$1000 fine + loss of points for the race. 2nd offense will result in a \$1000 fine, loss of points for the year and a 5-race suspension.
- E. Shocks must be mounted within 35-degree of perfectly vertical.

8. SPRINGS:

- A. Front springs to be minimum 5" diameter and maximum 5.5" diameter. Maximum height of 12". Must be a pig tail style spring maintaining the same diameter from top to bottom. No progressive or digressive spring rates allowed. Retail cost of spring to be no more than \$119.99. No coil-binding allowed. **Maximum of (2) two 360-degree spring rubbers allowed per spring.** No helix or spring spacers allowed. No pre-loaders of any type.
- B. Rear springs to be a 5" diameter with a maximum height of 13". Same diameter from top to bottom. No progressive or digressive spring rates allowed. Retail cost of spring to be no more than \$119.99. No coil-binding. One 360-degree spring rubber allowed per spring. No helix or spring spacers allowed. No pre-loaders of any type.

9. BRAKES:

- A. Aftermarket pedals and master cylinders allowed. Only one brake bias adjuster.
- B. OEM appearing single piston calipers only. (Maximum retail value of **\$184.99**)
- C. Four wheel working brakes mandatory.
- D. Proportioning valves will be permitted if mounted outside of cock pit and out of reach of driver
- E. Rotor must be steel. No titanium or other materials allowed.
- F. All brake cooling must come from radiator air box or nose, absolutely no electric brake fans.
- G. Hub mounted steel or aluminum brake fans permitted. (Ultra-Cool Brake Fans or similar)

10. DRIVE TRAIN:

- A. Rear ends may be stock, 9-inch floater or quick change and must be locked or use a spool. Minimum ring gear size is 8".
- B. 5 on 5 quick change with spool and steel tubes only. No cambered snouts .5-degree tolerance from zero for damaged rear ends only regardless of tube/snout combination. Any cambered/towed snouts and tubes will be deemed illegal. No light weight spur gears or wide 5 permitted.
- C. Axles must maintain a minimum diameter of 1.200" with a tolerance of -.010. Purchase price not to exceed advertised pricing of \$150 and must be available for any competitor to purchase at that price. No titanium or "wrap-up" axles allowed.
- D. Multiple disc clutches with steel floaters and aluminum pressure plates permitted, minimum 7 1/4" in diameter. Clutches must be positive engagement design. Slider, slipper clutch designs or carbon fiber are not permitted. Clutches found not to meet this definition will be deemed illegal.

7. SHOCKS:
 - A. Steel non-adjustable with aluminum heim allowed. No adjustable shafts or canisters permitted. If you have Schrader valves on your shock you must add 25 pounds of additional weight.
 - B. Shock claim rule of \$160.00 per shock, competitor or series may claim one to all four shocks.
 - C. Absolutely no bump-stops, coil binding or chassis stops (up or down) of any type. Will be checked by putting front tires on 1/2" blocks and nose on the ground. Shocks must be removed without pushing down on car.
 - D. BILSTEIN SPEC SHOCK PROGRAM- 100lbs weight break for SPEC shocks. Must run all 4 to receive weight break. Series official's hold the right to "swap" shock(s) with competitors at any point during the day. Any shock(s) that are swapped will be dynode at the track or sent to Bilstein to make sure they comply. If shocks are deemed to be altered in any way the following penalties will apply: 1st offense will result in a \$1000 fine + loss of points for the race. 2nd offense will result in a \$1000 fine, loss of points for the year and a 5-race suspension.
 - E. Shocks must be mounted within 35-degree of perfectly vertical.
8. SPRINGS:
 - A. Front springs to be minimum 5" diameter and maximum 5.5" diameter. Maximum height of 12". Must be a pig tail style spring maintaining the same diameter from top to bottom. No progressive or digressive spring rates allowed. Retail cost of spring to be no more than \$119.99. No coil-binding allowed. Maximum of (2) two 360-degree spring rubbers allowed per spring. No helix or spring spacers allowed. No pre-loaders of any type.
 - B. Rear springs to be a 5" diameter with a maximum height of 13". Same diameter from top to bottom. No progressive or digressive spring rates allowed. Retail cost of spring to be no more than \$119.99. No coil-binding. One 360-degree spring rubber allowed per spring. No helix or spring spacers allowed. No pre-loaders of any type.
9. BRAKES:
 - A. Aftermarket pedals and master cylinders allowed. Only one brake bias adjuster.
 - B. OEM appearing single piston calipers only. (Maximum retail value of \$184.99)
 - C. Four wheel working brakes mandatory.
 - D. Proportioning valves will be permitted if mounted outside of cock pit and out of reach of driver
 - E. Rotor must be steel. No titanium or other materials allowed.
 - F. All brake cooling must come from radiator air box or nose, absolutely no electric brake fans.
 - G. Hub mounted steel or aluminum brake fans permitted. (Ultra-Cool Brake Fans or similar)
10. DRIVE TRAIN:
 - A. Rear ends may be stock, 9-inch floater or quick change and must be locked or use a spool. Minimum ring gear size is 8".
 - B. 5 on 5 quick change with spool and steel tubes only. No cambered snouts .5-degree tolerance from zero for damaged rear ends only regardless of tube/snout combination. Any cambered/towed snouts and tubes will be deemed illegal. No light weight spur gears or wide 5 permitted.
 - C. Axles must maintain a minimum diameter of 1.200" with a tolerance of -.010. Purchase price not to exceed advertised pricing of \$150 and must be available for any competitor to purchase at that price. No titanium or "wrap-up" axles allowed.
 - D. Multiple disc clutches with steel floaters and aluminum pressure plates permitted, minimum 7 1/4" in diameter. Clutches must be positive engagement design. Slider, slipper clutch designs or carbon fiber are not permitted. Clutches found not to meet this definition will be deemed illegal.
 - E. Stock OEM 3 or 4 speed transmissions only or Auto Gear (OEM replacement) transmission, sealed and available through Integrity Transmission. (2 forward 1 reverse) No polished, light weight gears or straight cut gears. (Richmond case ok) No reverse mount bellhousing and starters. Aftermarket bearing retainer are permitted but must be steel or aluminum. Max retail value of \$169.99 (ex: Quartermaster 710108). Stock side cover, may weld/plug unused shift lever hole.
 - F. Steel driveshaft only painted white and a minimum diameter of 2" with 2 straps 1/8" x 2" minimum.
11. WHEEL / TIRES:
 - H. 8" steel racing wheels, 5/8" steel studs and 1" steel lug nuts are mandatory. No bleeders of any kind.
 - I. Series approved tire only. No soaking or altering of tire in any manor allowed (practice or race tires). Drivers soaking or altering tires at minimum will forfeit all purse and points for the event and all Series points for the year. Driver must also pay a \$1,000 fine prior to being allowed to compete in series. Any illegal tire, in the judgment of Officials, will be confiscated.
12. FUEL / FUEL CELL:
 - A. Sunoco is the Spec Fuel or pump gas only (no fuel with ethanol allowed) (please support the tracks so we do not have to mandate a minimum purchase). This will be the only fuel permitted to be used and must be unaltered. Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, dry ice, or other additives are not permitted. Use of such substances or additives will result in immediate disqualification.
 - B. Fuel cell is mandatory (Bladder cells are highly recommended) with a maximum capacity of 22-gallon and a minimum height of 7".
 - C. Cars must have a minimum 1/8" steel plate or aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended.
 - D. No electric fuel pumps.
 - E. OBERG Fuel Valve # SV-0828 or SRI #FFF-FSV safety valve will be mandatory on all cars.
13. ROLL CAGE / SAFETY:
 - A. Full roll cage mandatory, minimum 4 point must be 1 3/4" x .095" round steel tubing and must have 4 horizontal bars driver's side and 3 horizontal bars passenger side. Front and rear loop optional.
 - B. Radio communication to the drivers is highly recommended. Teams without a spotter must have a yellow stripe on back bumper of car and must inform series officials in the drivers meeting. Spotter or driver are required to monitor race control (461.2000) with raceceiver or similar scanning device.
 - C. Approved SFI seat belts and double shoulder harness will be required, no older than five (5) years. A crotch strap will be required.
 - D. A capable form of SFI head & neck restraint is highly recommended.
 - E. Helmet must be 2015 Snell standard or better and have sticker visible for inspection. Full-face helmets required.
 - F. Clean, full SFI driving suit and approved SFI gloves for fire protection are mandatory.
 - G. Side plate for driver's door will be mandatory. Must be 12 inches (12") high post-to post, 1/16" minimum thickness steel and must be fastened with a minimum of six (6) 1/2" bolts or securely welded to series' approval.
 - H. Driver's window must be equipped with a SFI safety net, no older than five (5) years with quick release-latch. String window nets will not be permitted. The minimum net size must be 18" wide and 16" high. When latched, the window net must fit and pull tight.
 - I. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
 - J. It is highly recommended that all competing teams have a minimum 10 lb. working fire extinguisher in their pit stall.
 - K. A main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews.
 - L. Numbers must be a minimum of 21" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield.
 - M. **The driver's last name must be displayed on both sides along or just above the rocker panel below the car number in 4" readable letters.**
 - N. A car number at least six inches (6") in height must be placed in the upper right-hand corner of the windshield.
 - O. Batteries must be securely mounted outside of driver's compartment.
 - P. A working Fire Suppression system or driver accessible fire extinguisher is required. Minimum of 5lbs with a gauge.