

2020 SPORTSMAN RULES

CRATE 602 WEIGHT:

- A. 2400lbs. With Driver. Full Containment Seat and Hans 50lbs Weight Break. Must Have Both To Get Weight Break. All Weight Must Be Painted White.

ENGINE:

- A. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special twist off bolt heads. Crate engines must not be altered, modified, or changed from factory specs.
- B. The penalty for anyone tampering with, or modifying any internal engine parts, changing the parts from stock as delivered sealed from the factory will be subject to expulsion from any racing event for the remainder of the season. This can also be reason for a fine or suspension from the track.
- C. No changes are allowed to the engine, intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer or any other part/or parts on/in engine.
- D. No vacuum pumps.
- E. All crate engines must remain stock as they came sealed from the factory. Crate engines must not be altered, modified or changed from the factory specs. Must meet GM/Crate USA engine specs

CARBURETOR:

- A. Any 4-barrel carburetor.
- B. Engine must be naturally aspirated.
- C. May use one carburetor spacer (1" maximum) and two standard paper gaskets (maximum 0.070-inch-thick), one gasket between intake to spacer and one gasket between spacer to carburetor.

FUEL SYSTEM:

- A. Belt driven pump or Stock type fuel pump OK – NO electric fuel pumps permitted.
- B. Pump gas or Racing fuel. No Methanol or alcohol.
- C. Any fuel with a specific gravity of .762 or greater will be disqualified.

IGNITION SYSTEM:

- A. Any Electronic Ignition System, MSD or HEI.
- B. NO billet distributor. No magnetos.
- C. NO traction controls.

EXHAUST SYSTEM:

- A. Collector type headers ONLY. NO 180, zoomies, Tri-Y or merged collector headers.

TRANSMISSION:

- A. Standard 4 speed or automatic transmission. After market SAFETY bell housing and automatic cases permitted.
- B. Bert or Brinn Transmission allowed.

- C. Transmissions must have 2 working forward and a reverse gear.
- D. NO Tex, Jerico, or quick-change transmissions.
- E. Ball spline transmission's Mandatory to run a carbon fiber drive shaft. This is a safety requirement.

REAR END:

- A. Standard quick-change rear end permitted. No Titanium or exotic material axles, spools, gears, or other materials inside rear end.

ENGINE POSITION:

- A. 6 1/2" from center of ball joint to #1 spark plug, 1/2" tolerance. 50lb weight penalty for every 1/2" out of tolerance mounted in front of water pump.

FRAME:

- A. 103" wheelbase minimum, 1" tolerance.
- B. Any Late Model Chassis allowed, Square tube or Round tube. NO aluminum frames, square tube frames must be a minimum of 2"x 2" tubing, round tube must be a minimum of 1 3/4" tubing. Full racing roll cage mandatory, 1 1/2 OD x .090 steel tubing minimum.
- C. Stock front clip cars allowed with stock 602 engines only.

SUSPENSION:

- A. STANDARD LATE MODEL SUSPENSION ONLY. (4 BAR, 2-LINK, SWINGARM, ECT...)
- B. NO SPRING LOADED OR SHOCK TYPE 4 BAR RODS, ONLY SOLID 4 BAR RODS ALLOWED
- C. NO TORSION BARS IN FRONT OR REAR OF CAR
- D. 1 MECHANICAL TRACTION DEVICE ALLOWED. EITHER 5TH COIL, TORQUE LINK OR PULL BAR. NOT BOTH
- E. 1 90/10 TYPE SHOCK ALLOWED OVER REAREND
- F. ONE COIL SPRING PER CORNER, ONE COIL SPRING FOR 5TH COIL AND 1 COIL SPRING FOR 6TH COIL ALLOWED
- G. NO STACKED SPRINGS ALLOWED
- H. LR IN FRONT SHOCK ALLOWED
- I. SPRING RUBBERS ALLOWED
- J. BUMP STOP ALLOWED ON RF ONLY, PACKER/ SHIMS ALSO ALLOWED ON RF.
- K. 1 BUMPSTOP WASHER ONLY ALLOWED ON LR, RR AND LF AS A SHOCK SAVER TO PREVENT ROD-END JAM NUT FROM DAMAGING ROD GUIDE. (1/8" THICKNESS MAX)

SHOCKS:

- A. 7 SHOCKS ALLOWED ON CAR MAX (1 LF, 1 RF, 1 RR, 2 LR, 1 5TH COIL AND 1 OVER REAR END)
- B. SHOCKS CAN BE STEEL OR ALUMINUM
- C. NON-ADJUSTABLE SHOCKS ONLY, NO REMOTE RESERVOIRS.
- D. NO THRU-ROD OR J-DAMPER SHOCKS ALLOWED

- E. SCHRADER VALVES OR PIERCING VALVES FOR GAS ADJUSTMENT ARE ALLOWED
- F. SHOCK CLAIM RULE IS \$200 PER SHOCK. YOU MUST FINISH ON THE LEAD LAP AND IN THE TOP 3 TO CLAIM SHOCKS. ANY DRIVER FINISHING IN THE TOP 3 MAY CLAIM THE SHOCKS OF ANY DRIVER FINISHING IN THE TOP 3. CLAIM WILL NOT INCLUDE SPRING OR COILOVER KIT, IT DOES INCLUDE ANY BUMP STOPS OR SHOCK EXTENSIONS THAT ARE MOUNTED TO SHOCK. *
- G. NO AIR SHOCKS

BODY:

- A. NeSmith Crate Racin USA body rules apply.
- B. Light tube bracing behind bumpers. NO pipes or push bars in front of bumpers.
- C. Spoiler 8" maximum height, 8" maximum width on side pods.
- D. Must have front and rear tow hooks.
- E. All Body Panels Must Be Solid, No Holes, Slots or Air Gaps.

WHEELS AND TIRES:

- A. ANY 14" WIDE STEEL OR ALUMINUM WHEELS
- B. MUST BE MOUNTED TO HUB WITH LUG NUTS, NO KNOCK-OFFS OR CENTER LOCK WHEELS
- C. BEADLOCKS OK
- D. HOOSIER SPEC D21 & D55, CRATE-RACIN USA 21 & 55, SPEC 1350 & 1600. SPEC 70 & NRM 70 ON RR ONLY
- E. GROOVING AND SIPING ALLOWED
- F. NO CHEMICALS/ TIRE TREATMENT ALLOWED

THE ABSENCE OF A SPECIFIC RULE DOES NOT IMPLY APPROVAL, CONSENT OR PERMISSION REGARDING THAT SUBJECT. ANY QUESTIONS OR DOUBTS REGARDING SUCH MATTERS SHOULD BE DIRECTED TO RACE TRACK OFFICIALS FOR A CLARIFICATION. TRACK RESERVES THE RIGHT TO ADD WEIGHT FOR ANY INFRACTION. TRACK MAY CHANGE RULES AT ANY TIME.