

FAIRGROUNDS SPEEDWAY NASHVILLE



2017 Sportsman Rules

(Competing on 1/4 Mile Track)



Speedway officials retain the right to determine eligibility

NOTICE: All equipment is subject to the approval of officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Any equipment which does not conform to specifications or tolerances contained in this rulebook, will not be eligible for approval.

NOTE: All cars must comply with the rules set forth by the Fairgrounds Speedway at Nashville rule book to be eligible for competition. Any and all cars and car parts are subject to FSN technical inspection processes. FSN is not required to follow any other sanctioning bodies or manufactures guidelines in its inspection processes.

1 WHEELBASE AND ELIGIBLE MODELS

- 1.1 Wheelbase: Car must be minimum of 108".
- 1.2 Maximum tread with 66" measurement center to center of tires at spindle height (front and rear).
- 1.3 May run Camero clip and cut down cars.

2 BODY AND APPEARANCE

- 2.1 Must be metal or aftermarket bodies, stock appearing.
- 2.2 Minimum of six (6) hood pins required.
- 2.3 No open hood scoops, hood must be sealed at windshield.
- 2.4 Floor pan must remain intact in driver's compartment. Interior must remain open and be able to view complete floor pan except for behind the seat may be boxed.
- 2.5 Rear spoilers mandatory.
- 2.6 Rear spoiler must be mounted on the trailing edge of the stock trunk deck.
- 2.7 Spoiler may not exceed six (6) inches in total height. Must be single plane only. Max. width 60"

3 WINDSHIELD AND GLASS

- 3.1 Front windshields mandatory. Recommended is 1/8" Lexan with a minimum of two (2) center braces required at a stock angle. No other windows allowed.
- 3.2 No type of window or air deflector allowed. Side vent "roll over" may not exceed ten (10) inches at lowest point and must continue 90 degrees upward from that point. NACA duct for driver fresh air allowed.

4 ENGINE LOCATION ALL

- 4.1 Engine must be centered between frame rails.
- 4.2 Maximum engine set back will be the #1 spark plug (front left plug) even with wedge bolt.
- 4.3 No motor plates.
- 4.4 The lateral location (side to side) measured from the cylinders to center of front control amounts must be equal. Engine must be centered within 1/2".

5 ENGINE GROUND CLEARANCE ALL

- 5.1 A minimum of twelve (12) inches from centerline of the crankshaft, in the front of the ground must be maintained.

6 MACHINED ENGINE DISPLACEMENT

- 6.1 Ford and Chevy may not exceed 362 cid. Chrysler may not exceed 364.
- 6.2 Overbore of .060 maximum.

7 MACHINED ENGINE BLOCK

- 7.1 Must be of standard factory production with standard external measurements in all respects.
- 7.2 No aluminum blocks.

8 MACHINED ENGINE PISTON AND RODS

- 8.1 Flat top pistons only.
- 8.2 Piston may be flush with block (zero deck heights)
- 8.3 Steel connecting rods permitted (must be magnetic).
- 8.4 Rods must match engine size (example 5.700 inches on 350 Chevrolet)

9 OIL PANS AND OIL SYSTEMS

- 9.1 Seven-quart oil pans allowed.
- 9.2 No remote oil systems or filters.
- 9.3 One stock type oil filter in original location.
- 9.4 No oil coolers, accu-sumps, dry sump or additional oil lines permitted other than line to oil pressure gauge.

10 MACHINED CRANKSHAFTS AND BALANCER

- 10.1 Standard production type crankshaft only no altering.
- 10.2 No 180-degree, scalloped, knife-edge crankshafts.
- 10.3 Stroke must be stock stroke within .010, may not be increased or decreased
- 10.4 Stock type or any S.F.I. Approved balancers only.
- 10.5 Fifty-pound minimum weight on all crankshafts, including timing chain gear.

11 MACHINED CYLINDER HEADS

- 11.1 The cylinder heads must be cast iron, the intake and exhaust ports must be in the original "as cast" configuration.
- 11.2 Minimum 62 cc combustion chamber Chevy, Ford 57cc.
- 11.3 Mopar products: maximum 1.624 in exhaust, minimum 1.920 in. intake valves.
- 11.4 Ford Cleveland: maximum 1.655 in exhaust, maximum 2.041 in. intake valves.
- 11.5 Ford Windsor: maximum 1.546 in exhaust, 1.940 in. intake valves.
- 11.6 Chevrolet small block: maximum 1.500 in exhaust, 1.940 in. intake valves.
- 11.7 No Dart, angle plug, 461, 461x, 462 or "bowtie" heads allowed.
- 11.8 World Products SR 043610 STOCK REPLACEMENT HEADS (1.5 / 1.940) ALLOWED.
- 11.9 Altered heads will be confiscated.
- 11.10 **Stock appearing, steel valves and in stock location only.**
- 11.11 Stock diameter valve spring with steel retainers only. Chevrolet maximum 1,280.
- 11.12 Angle valve jobs permitted, however no machine or stone marks or blending of angle, past the chamber into the bowl area.
- 11.13 Screw in or pinned rocker studs are allowed.
- 11.14 No titanium parts. Locks and retainers must be magnetic steel.

12 MACHINED INTAKE MANIFOLD

- 12.1 May run stock 2 bbl or 4 bbl intake, or intake # 14098242, GM marine intake on old type heads or Edelbrock performer # 2101, 2104, or 2116. All must be stock.
- 12.2 No porting, polishing, or cutting.
- 12.3 On all engines, only one standard flat gasket may be used between the head and the intake manifold. Maximum gasket thickness .177 inches.
- 12.4 Any attempt to pull outside air in not permitted.

13 MACHINED CAMSHAFT, VALVE LIFTERS AND ROCKERS

- 13.1 Only hydraulic flat tappet cams and stock hydraulic magnetic lifters allowed.
- 13.2 Maximum valve lift may not exceed .450
- 13.3 Camshaft lift checked with solid lifter with zero lash at retainer of valve or maximum .300 at lobe.
- 13.4 Lifters must be of stock diameter for engine application.
- 13.5 No roller rocker arms permitted. No stud girdles.
- 13.6 1.5 ratio rockers only. (Cool nuts permitted/Polly locks)

14 EXHAUST ALL CARS

- 14.1 All competing cars must have a working exhaust system that meet a maximum of 100 dba at 100 feet under racing conditions. No exceptions.
- 14.2 Economy 1 5/8" headers with no steps, allowed with a 3" collector into single 3 1/2" pipe that exits under car past driver.
- 14.3 No alterations of any type, except external modifications for clearance purposes only.
- 14.4 No flexible pipes allowed anywhere or anytime.
- 14.5 Sportsman will be permitted a 5/16 header flange max with no spacer of any kind between the head of flange.
- 14.9 Mufflers are required. Muffler must be fully functional. Mufflers will be required at all race events, including Track Rental, Open Practice and Race Day. **NO EXCEPTIONS.**

15 CARBURETORS

- 15.1 **Sportsman "Machine" Engines:** Fairgrounds Speedway Nashville has approved the Holley "BOX STOCK" #4412 carburetor. May change jets, power valves, and remove choke flap. No HP carburetors or components permitted.

16 CARBURETOR SPACERS, GASKETS AND MOUNTING

- 16.1 Carburetor gasket, maximum of .060", must be pliable paper gasket material.
- 16.2 One (1) inch maximum spacer allowed between air cleaner bottom and carburetor for linkage clearance issue only.
- 16.3 Recommended minimum of two (2) return springs (opposing each other).
- 16.4 Throttle stops highly recommended.
- 16.5 Machined Engines only a 1 piece, solid, aluminum carburetor spacer, maximum 0.750 inch in thickness, must be installed between intake manifold and carburetor. The spacer must be centered on the intake manifold and have two (2) round holes 1.690 max. openings located in the center that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. Taper, bevels, or any modifications will not be permitted.
- 16.6 Spec Motors 1" carb spacer #CV156 Spacer or equivalent, 1.690 bore only, no modifications of any kind permitted.

17 AIR INTAKE

- 17.1 No air boxes allowed. No air dams, ram air or duct systems allowed.
- 17.2 Only one dry air cleaner element allowed.
- 17.3 No addition of material, shielding or alterations of air flow to air cleaner.

18 FUEL SYSTEMS

- 18.1 Racing fuel cells are mandatory, bladder type cells are highly recommended.
- 18.2 Maximum 22-gallon cells with fuel valves.
- 18.3 Loop bar mandatory behind fuel cell.
- 18.4 Two (2) sections of box tubing may also tie the rear frame rails together and act as a fuel cell mount.
- 18.5 Fuel cells must be in trunk compartment, equal distance between frame rails and centerline of car.
- 18.6 Bottom of fuel cell container must have a minimum ground clearance of 8".
- 18.7 Stock type mechanical fuel pump only, in stock location. No electric fuel pumps allowed.
- 18.8 No additional fuel reservoir, pressure equalizing systems, or fuel cooling devices allowed.

19 ELECTRICAL SYSTEMS

- 19.1 HEI ignition only.
- 19.2 One stock coil, ballast resistor if applicable, or electronic ignition distributor.
- 19.3 No crank trigger or distributor less systems allowed. No RPM limiting devices allowed.
- 19.4 Stock style starters only.
- 19.5 The alternator system, when used, must be mounted to front of the engine in the standard location and must not exceed 14.9 volt single wire system.

20 COOLING SYSTEMS

- 20.1 Any metal stock production or racing radiators permitted in stock location.
- 20.2 Mechanical fan must have a 180-degree shroud. Covering the top 50% of the fan.
- 20.3 Mandatory and operational radiator overflow metal catch can and exit tube installed ahead of firewall.
- 20.4 Electric fans permitted.
- 20.5 Aluminum water pumps are allowed.
- 20.6 NO antifreeze allowed at any time, \$250.00 fine, and you will be immediately disqualified.

21 CLUTCH

- 21.1 Manual transmission must utilize stock all steel type pressure plate and steel or cast iron flywheel 14 inches only. 168 tooth, standard.
- 21.2 10.5 inch pressure plate minimum 13.5 pounds, disc 10.5 inch only, 6 rigid friction pads minimum, minimum 3 pounds total weight.
- 21.3 Pressure plate must be of stock configuration.
- 21.4 Hydraulic clutch linkage permitted.
- 21.5 Cars must provide inspection holes for clutch or torque converters.
- 21.6 Blow proof bell housing mandatory.
- 21.7 Stock, steel flywheel only. No lightweight or altered stock flywheels.

22 TRANSMISSION

- 22.1 Transmission options:
 - A. Stock OEM automatic with minimum of 3 forward gears.
 - B. Manual cast iron case OEM with all gears operable. (3 speeds only)
- 22.2 No 4 or 5-speed transmissions.
- 22.3 No internal modifications or gear reductions are allowed.
- 22.4 Stock, for make and model, automatic transmissions with unaltered torque converter allowed. No direct drives.
- 22.5 Transmission coolers allowed in engine compartment only.
- 22.6 Automatics must have complete un-litened factory produced flywheel or flex plate.
- 22.7 Single lever shifter must be stock type. 2-lever shifter permitted.

23 DIFFERENTIAL

- 23.1 9" Ford assembly allowed with all brackets in stock location for that chassis.
- 23.2 Open, locked, limited slip or posi-traction rear ends are acceptable. Detroit Lockers Allowed.
- 23.3 No quick changes, or "gold track" type differentials.
- 23.4 Full floating re-end type & axle assemblies allowed. (Solid Axle No Gun Drilling)
- 23.5 Aftermarket racing axles are recommended.

24 DRIVE LINE

- 24.1 Two (2) 360-degree shaft "2" x 1/4" hoops" mandatory, installed on forward 3/5 of drive shaft.
- 24.2 One-piece steel drive shafts only. (min. dia. 2 3/4")
- 24.3 Drive shafts must be painted white.

25 BRAKES

- 25.1 Brake pedals must follow stock configurations. Aftermarket hanging pedals allowed.
- 25.2 Must have functional brakes on all 4 wheels at all times.
- 25.3 Four wheel disc brakes allowed.
- 25.4 Brake bias devices allowed but must be out of the driver's compartment.
- 25.5 Single piston calipers, with cast iron bodies only.
- 25.6 Brake pad material optional.

26 FRAMES AND UNIBODY

- 26.1 All frames and unibody structures must remain absolutely OEM factory produced.
- 26.2 All measurements for all vital parts must remain stock. Body must be centered on frame.
- 26.3 Replacement of rear frame rails with 2" x 3" x .120 minimum wall, steel tubing, permitted rearward from the center of the rear wheel hump.
- 26.4 Frames and unibody structure may not be lightened anywhere.
- 26.5 Bodies may only be bolted to frames at original body mount locations.
- 26.6 Front frame horns may be tied together by a maximum 1 3/4" tubing not to extend past front frame horns. Must be located in front of radiator.

27 ROLL BARS

- 27.1 All cages must be style as set forth in the rulebook and approved for workmanship and design.
- 27.2 Driver is responsible for installation, construction and workmanship of roll cage.
- 27.3 Round steel 1 3/4" x .083 minimum, roll bars are mandatory, roll bars must be welded.
- 27.4 Minimum of four horizontal door bars on the right and left side of car.
- 27.5 The distance between the "A" post and "B" post may not be greater than 44 inches.
- 27.6 Rear fuel protection hoop mandatory.
- 27.7 Gusset plates at butt welds in driver's compartment required. Rear frame rails may be tied together by only one 2" x 2" max. bar only.

28 SUSPENSION

- 28.1 All front suspension mountings and spring locations must remain as produced except A-frame mounting may be replaced with "perch" type mounting.
- 28.2 Front shock location may be changed from stock location.
- 28.3 Sways may be under slung mounts, adjustable mounts permitted. "U" bolts permitted.
- 28.4 After-market sway bars allowed must be stock appearing. 1 1/2" maximum diameter allowed.
- 28.5 Any conventional type coil front spring with a diameter of 5" or greater can be used.
- 28.6 Wedge bolts are allowed front and rear, maximum one per wheel, top adjustable only.
- 28.7 Spring pocket of stub may not be altered other than to screw plate installation.
- 28.8 Lower control arms must be stock and unaltered for that make and model.
- 28.9 Upper magnetic steel tubular A-frames or altered stock upper control arms utilizing stock A-frame permitted.
- 28.10 All ball joints with steel shaft allowed. Adjustable style ball joints are permitted.
- 28.11 Steel non-adjustable, non re-buildable not exceeding \$150.00 per shock, available at normal retail outlets.
- 28.12 One shock per wheel.
- 28.13 Rear shock upper mounts must be inside frame rails.
- 28.14 Rear shock mounts on rear axle may be raised or lowered to compensate for rear shock travel.
- 28.15 Rear suspension must be as produced, either leaf or coil. Adjustable rear shackles allowed of rear leaf springs only.
- 28.16 All rear suspension parts, mountings and location must remain stock and unaltered. Bushings optional.
- 28.17 No sliders on leaf springs.
- 28.18 Shocks may be claimed after event for \$150.00 each, by any driver finishing behind claimer, first come first served basis.

29 SPINDLES / HUBS

- 29.1 Any stock passenger car spindle may be used. No drop spindles.
- 29.2 Heavy duty aftermarket spindles allowed, but no racing spindles.
- 29.3 Any stock car hub, drum and rotor may be used.
- 29.4 Large diameter wheel studs acceptable.

30 STEERING

- 30.1 Conventional steering systems consisting of stock steering gear and pitman arms, idler arms, center link, and tie rods are the only type allowed.
- 30.2 Stock systems either manual or power. No alterations.
- 30.3 Stock rack and pinion with no modifications allowed when stock on that car.
- 30.4 Quick release hubs recommended.
- 30.5 Steering ratio may be changed only within steering gear box.

31 GROUND CLEARANCE

- 31.1 Suspension and frame, at any point of frame rail, must maintain an absolute minimum ground clearance of six (6") at all time.
- 31.2 Parts of car that are factory produced at greater than six inches remain at proportionate clearance.
- 31.3 4.5" is the minimum clearance for all parts including cross member but excluding exhaust and oil pan.
- 31.4 Fuel cell must have a minimum ground clearance of eight (8") inches.
- 31.5 Dragging exhaust systems will result in immediate black flag.

32 WHEELS

- 32.1 Minimum wheel weight of 19 lb. - IMCA "sticker" legal.
- 32.2 Acceptable only are steel wheels with a maximum width of 8" inside bead to bead.
- 32.3 Reinforced race type wheels are mandatory.
- 32.4 Wheel offset may not exceed a maximum of 1" of each other.
- 32.5 No bleeder valves allowed.

33 TIRES:

- 33.1 Approved Track Tires Only.
- 33.2 No tires soaking permitted. Any tire that has been soaked will be confiscated, no exceptions.

34 WEIGHT

- 34.1 Management reserves the right to alter, change or adjust weight limits at their option and all additional weight to non-conforming cars.
- 34.2 Minimum weight at any time: 3,200 lbs.
- 34.3 Left side maximum 56% weight.
- 34.4 Weight boxes optional, constructed of minimum 3" x 3" x .120 square steel tubing and must be welded completely to frame.
- 34.5 All weight must be painted white or fluorescent color with car number written clearly in black or red. Any driver that loses lead from car is \$250.00 fine.

35 GENERAL POLICY

- 35.1 Two-way radios and Spotters are mandatory. Must have a spotter in the designated area in the grandstands.
- 35.2 Must notify race control of team frequency used in competition.

36 CRATE ENGINES

- 36.1 No modifications to crate motors. 602 crate only. Guides and tolerances will provided by GM technical book (Yellow Book).
- 36.2 Must run Holley #4150 part #650 cfm carburetor. Must remain box stock, except you may change jets, air bleeds and power values. No modifications of any kind will be considered legal.
- 36.3 Carb spacer part # CV 156 or equivalent **ONLY** 1 in thick, 1.690 bore only no alterations.

37 PROTEST TERMS RULE

- 37.1 Rules apply for all divisions.
- 37.2 Protest must be at scales immediately after the feature. Once protest is filed, it will not and cannot be withdrawn.
- 37.3 When protest and found illegal, you will lose all points and monies for that night. If you admit to being wrong and don't tear down, you lose all points and monies for that night and will be issued a fine in the amount of \$100.00. Each additional time you are protested and found wrong, the fine will increase by \$150.00 and you lose all points and monies for that night.

37.4 When protesting, you must also tear down first. All protests must be made at scales immediately following that division of racing.

38 PROTEST

38.1 **All protest** must be filed no later than 15 minutes after the display of checkered flag of that event. No exceptions!

38.2 **All visual protest** must be filed no later than the start of the race before yours. No exceptions!

39 PROTEST COST

39.1 All ¼ mile divisions: \$1,500.00 to look at everything. \$1,000.00 to look at top half only. Protester must tear down first. Speedway keeps 30%, win or lose.

39.2 All 5/8 mile divisions: \$2,000.00 to look at everything. \$1,500.00 to look at top half only. Protester must tear down first. Speedway keeps 30%, win or lose.

40 FUEL

40.1 Must run Fairgrounds Speedway Nashville track fuel only. No Exceptions. With NO additives or blends.

40.2 Minimum 5 gallons fuel per race. No Exceptions.

41 MUFFLERS MANDATORY

41.1 All cars must meet track noise level specifications of maximum 90 dba. **DBA level will be enforced.** If car exceeds 90 dba, car will not be allowed to practice or race in the event. **No exceptions!**

**For all rule & technical questions contact:
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