



2014 Amendment for the Maritime Sportsman Rulebook

Gear Rule:

A 1:1 final drive will be allowed as an option for 2014. This will be achieved with the existing steel cased 3 speed transmission and a final drive is not to exceed 5.50:1. The 3 speed transmission must not have a second gear ration closer to 1:1 than 1.50:1. The rear end may use a solid steel spool or a mini spool. Axles must be steel. No gun drilled axles allowed. All drivetrain components must be steel. A 100lb penalty will be assessed to the 1:1 final drive option.

Rear Suspension:

Rear OEM/Aftermarket trailing arms must remain in stock position on frame and rear end housing. No slotted or elongated mounting holes. Only one mounting hole allowed at each mounting location.

Front Suspension:

Any sway bar must be factory stock OEM. Front sway bar may have adjustable links. Stock sway bars must be secured at OEM original frame location. Pedestal sway bar mounting allowed. No threaded adjusters allowed at frame mounting. The outboard ends of the sway bar must be mounted to the lower control arms in the original OEM position (above the control arm). Spacers and/or adjustable links may be used between the sway bar ends and the lower control arms. No droop limiters or ANY other added components to the front suspension.

Carburetor Spacer:

1" straight through, no tapering, no steps, no oval: STRAIGHT THROUGH.

Safety:

A recessed fuel filler MUST be placed on rear deck at the base of the rear window or the drivers side rear quarter panel. A check-valve (flapper) must be used at the top of the tank as well as a check-valve installed in the vent hose which must exit through the rear bumper cover. As the filler is outside the body, you must still have a functioning full width trunk lid. NOTE: This rule is being imposed to prevent a possible fire hazard when refueling the cars on the track or in the pits.



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WEIGHT

GM crate engines 4bbl – 3000 lbs pre race (NB cars only, as NS crates 2bbl only as per track rules, visiting NB 4bbl crate motors to NS tracks may be subject to additional weight.)

GM crate engines 2bbl – 2950 lbs pre race

Built engines – 3000 lbs pre race

All cars are subject to refueling and scaling post race at officials discretion

Left side 55%, Rear 45% with full fuel

CARBURETORS

2bbl one inch straight through design with a 65 thousand gaskets (max)

4bbl no spacer, only 65 thousand gasket (max)

GEAR RULE

A maximum gear rule of 5.50

SUSPENSION:

TOP CONTROL ARMS

Left Front: 8.5" +/- half inch

Right Front: 8" +/- half inch

Port city part # 100-060820lh and # 100-060800rh will be allowed

After market control arm will be allowed as long as they are;

Stock mid size GM metric

Steel arm construction

Steel cross shaft

LOWER CONTROL ARMS

Must remain stock

Johnson Chassis lower control arms with no alterations allowed

BALL JOINTS

Must be stock lengths

Rebuildable and low friction are OK as long as they meet stock lengths as diameters may vary

CAMBER

4 Deg + or – left side

6 Deg + or – right side

CENTER LINK

Adjustable center links may be used, part numbers as follows only

All-Star -5656330

Johnson Chassis – JCI 09-02-1-13

Howe – P.N 23399

SWAY BAR

Must be hooked on the bottom of the frame and top of the lower control arm and be stock type.

Safety:

Safety belts manufactures recommendation 3 years mandatory.

Full containment seats recommended for 2013

Any driver wearing a race suit rated under a SFI 3.2A/3 will be required to wear both top and bottom pieces , fire retardant under garments. Nomex recommended.

Helmets: full face SA 2000 or newer mandatory, Snell m series will not be allowed.

2012 SPORTSMAN RULES

1. ALLOWABLE MODELS

1.1 Any year, make and model (North American) steel bodied cars with front engine.

1.2 No front or four wheel drive vehicles allowed.

1.3 No station wagons, trucks, convertibles.

1.4 No Mustangs, Camaro, Challengers, or similarly designed cars.

1.5 Must be a minimum 108 inch wheelbase (factory specifications).

1.6 Maximum one inch difference (+ or -) from side to side.

2. ENGINES

2.1 Must run stock cast iron engine: i.e. GM in GM, Ford in Ford, MOPAR in MOPAR, except provision from 2006 allows FORD and MOPAR in GM chassis. No MOPAR or Chev in Ford Chassis

2.2 GM 350 cu. in Chev / Ford 351 cu. in WINDSOR only / MOPAR 360 or 318 cu. in.

2.3 BORE/STROKE: 350 CHEV - 4.000"/3.485"

351 FORD - 4.000"/3.500"

360 MOPAR - 4.000/3.578"

2.4 Maximum .060 overbore permitted.

2.5 Maximum 365 cu.in.

2.6 All engine blocks shall be stock, OEM production cast iron blocks only. No more than .060 bore is Allowed. **Any block with missing casting numbers will AUTOMATICALLY be considered illegal.**

2.7 Engines must have factory production firing orders (described in rule 14)

CRATE ENGINE

Petty Raceway will be allowing the GM Crate Engine #19258602 in the Sportsman class for 2012. The rule package is found in Appendix "A" at the end of this document. The part number for the "602" engine was changed in 2010. The engine is the same as the previous part number.

CRATE ENGINE CARBURETION

Holley 650 cfm 4150 HP #80541-1. This unit is to be installed "BOX STOCK". The carburetor will bolt directly to the intake using a maximum .065" gasket only. No spacer plate will be allowed. It must pass specific Petty Raceway gauge tests (go/no go) as well as any other inspections.

For 2012 a 2-barrel Holley #4412 will be allowed for this engine. It must be mounted on a 1" max straight hole adapter. No tapered adapters. It must pass Petty Raceway gauge tests.

The only approved crate engine will be a Scotia Speedworld, Speedway 660 or Riverside Superseries sealed engine.

CRATE ENGINE WEIGHT PENALTY

This crate engine comes equipped with a two plane aluminum intake and to achieve parity will be assessed a **25lb. weight penalty**. This weight is to be equally split in two rectangular blocks or tubular shape and be securely attached parallel to each roll cage pipe with minimum grade 8 bolts or clamps. These weights are to be positioned at or above the level of the intake manifold and be center front to back with the motor. **They will be subject to inspection as to location.**

CRATE ENGINE INSPECTION

It is important to note that while these engines are factory and track sealed, they are still subject to inspection in a number of manufacturer suggested areas. Compliance with these units is critical.

Any engines that are found to have been tampered with in ANY manner will automatically result in an immediate disqualification and possible further penalties may be applied.

3. CAMSHAFT

3.1 Hydraulic lifters (no mushroom type) and a hydraulic lifter camshaft with maximum valve lift as follows:

- GM Intake .390, Exhaust .410 (measured at the valve)

- FORD Intake .445, Exhaust .453 (measured at the valve)

- MOPAR Intake .410, Exhaust .410 (measured at the valve)

3.2 Lifter outside diameters are not to exceed:

- GM 0.845

- Ford 0.875

- MOPAR 0.904

3.3 Cars with non-conforming lifters will run a 50lb penalty. This will be the responsibility of the team and WHEN lifters are checked, the car must weight 3050lbs. All newly built engines are to have conforming lifters installed.

3.4 No solid anti-pump or Rhoads lifters.

3.5 No mushroom, roller cams or rev kits allowed.

3.6 TRW lifters with C-clips are o.k.

3.7 Standard push rods only, not heavy-duty type, which are .125" longer.

3.8 Valves must not have over zero lash clearance.

4. PISTONS/RODS

- 4.1 Stock cast or forged (dished or flat top) pistons (or equivalent replacement).
- 4.2 Four eyebrow piston only.
- 4.3 For tech weighing purposes the piston, rings, rod, end cap, rod bolts and bearings will be weighed as a whole. This complete unit cannot weigh less than 1350g.
- 4.4 FORD with minimum combustion chamber volume of 69cc., a flat top piston may be used.
- 4.5 FORD with minimum combustion chamber volume 60cc., a dished piston with a .120" cup must be used. No other pistons allowed.
- 4.6 Pistons cannot come above block. Deck height .005" recommended.
- 4.7 All rods must be of steel or cast and be stock length for engine used. OEM factory production rods only. Stock rods (No 6" GM rods) and wrist pins only.
- 4.8 No floating pins.
- 4.9 Aftermarket rod bolts and nuts are allowed.

5. HEADS

5.1 All cylinder heads must be stock cast iron, OEM strong type with readable numbers, and specifications as follows:

GM Cylinder Heads

Maximum intake diameter 1.94", maximum exhaust diameter 1.50".

Minimum combustion chamber volume rating of 76cc.

FORD Cylinder Heads

Maximum intake diameter 1.84", maximum exhaust diameter 1.55".

Minimum combustion chamber volume rating of 69cc or 60cc depending on pistons used.

MOPAR Cylinder Heads

Maximum intake diameter 1.88", maximum exhaust diameter 1.50".

Minimum combustion chamber volume rating of 68cc.

5.2 All intake and exhaust valves must retain stock dimensions.

5.3 Stock replacement stainless valves permitted (no swirl polished valves).

5.4 No undercut valves

5.5 Stock valve spring dimensions (1.275" Chev, 1.437" Ford, 1.50" MOPAR).

5.6 Steel retainers must be used.

5.7 NO angle milling, porting, port matching, polishing, acid porting and/or blueprinting will be allowed.

In addition no sandblasting or coating of any kind will be allowed.

5.8 Heads may be milled for straightness only.

5.9 Stock or stock replacement rocker arms with stock ratios (GM 1.5, Ford 1.6, MOPAR 1.5).

5.10 Jam nuts are allowed.

5.11 Poly Lock rocker arm nuts will be allowed

5.12 Screw-in studs and guide plates are allowed.

6. CRANKSHAFT

6.1 No knife edge or lightened cranks allowed. No lightening holes in rod journals. No gun drilling. No undercut counterweights. Stroke must be stock per manufacturer's specifications for the engine used.

Only standard factory OEM production steel or cast crankshafts with stock strokes permitted. Must have OEM readable numbers. No aftermarket cranks. Crank journal size to remain OEM to engine, max regrind .020 rods/mains

6.2 Must have OEM readable numbers.

6.3 Stroke may not be increased or decreased.

6.4 No aluminum harmonic balancer.

6.5 Balancer must be stock OEM for engine.

7. COMPRESSION

7.1 Maximum compression ratio of 9.0:1 is set. (9.4:1 on whistler will be deemed illegal)

7.2 Compression will be determined by volume gauge and electronic sonic tester (whistler). May be subject to manual cylinder volume check

8. OIL PAN

8.1 Any steel oil pan may be used. A 1" inspection plug must be installed in the oil pan for inspection purposes. This hole must be directly under a rod journal. If a windage tray is used, a hole must be provided in line with the hole in the oil pan. The inspection plug must be EASILY accessible. If rod, journal and counter weight are not easily accessible, pan removal will be required.

9. WATER PUMP

9.1 Stock water pump only.

10. FUEL PUMP

10.1 Mechanical fuel pump only in stock location. No belt driven or electric fuel pumps.

11. OILING

11.1 OEM oil pump only.

11.2 No dry sumps.

11.3 If the oil filter is removed from its original position on the engine, it must be remounted in the engine compartment

12. TIMING

12.1 Stock timing chain (or equivalent replacement). No belts. No gear drives. May use double roller chain for durability

13. STARTER

13.1 Stock OEM starter for engine used.

13.2 No aftermarket starters.

13.3 No small starters NO PMRG (Permanent Magnet Reduction Gear starters (e.g. Toyota)

14. DISTRIBUTOR

14.1 Plug wires must be no larger than 9.0mm and must have manufacturer's markings visible.

14.2 **Only stock distributor and stock type coil allowed. Ignition system must match OEM engine**

14.3 Must have mechanical weights. Distributor advance must have original weights and springs AND must operate as OEM.

14.4 OEM type (replacement) module only.

14.5 No dual points.

14.6 No external amplifiers.

14.7 Distributor must be wired to match the FACTORY PRODUCTION FIRING ORDER ONLY.

- GM firing order is 1-8-4-3-6-5-7-2

- FORD firing order is 1-3-7-2-6-5-4-8.

- CHRYSLER firing order is 1-8-4-3-6-5-7-2

15. MANIFOLDS

15.1 Stock cast iron two or four barrel intake manifolds only.

15.2 No aluminum or marine manifolds.

15.3 No porting, port matching, polishing, blueprinting, sandblasting, or coating of any intake or exhaust manifold allowed.

15.4 May run stock cast iron exhaust manifolds, with maximum outlet size 2" diameter.

16. EXHAUST

16.1 Exhaust must be mounted in such a way as to direct gasses away from the driver's compartment and away from any areas of possible fuel spillage.

16.2 Maximum exhaust pipe diameter off manifold is 2.5" I.d. for a minimum of 48 inches.

16.3 Exhaust must exit behind driver and below the floor pan in front of rear wheels. At that point teams may be allowed to turn the exhaust outlet down and inside the body or have the option to extend the exhaust out the right door. If this option is chosen, it MUST be installed as follows:

End of exhaust may not extend beyond the distance of 2 inches within the inside of the door

panel. Remainder of necessary distance will be accomplished with use of flush mount exhaust insert which must extend a minimum of 6 inches inward surrounding exhaust exit pipe as well as attached to outer door panel. Bottom of exhaust pipe outlet may not be higher than 10" from ground. No sharp edges permitted.

16.4 If dual exhaust goes into one it must remain as one from the point of joining until it exits.

16.5 Pipes must be tight (welded or clamped) at all joints and securely fastened.

16.6 Exhaust pipes cannot protrude out past rub rail.

16.7 Manifold must have OEM readable numbers.

16.8 No porting or port matching on manifold.

16.9 Headers will be allowed but must meet the following criteria: Headers must have primary tubes no larger than 1-5/8" for the full length of the tube (flange to collector). No step tubes allowed. Collector will be 3" in diameter and be secured to exhaust pipe NOT to exceed 3.5" in diameter. Collector is to remain stock length. There will be a "two-into-one" collector followed by a "turn down" pipe to allow exhaust gases to exit under car ahead of rear axle. These headers are to be of the conventional crossover design only. No 180 degree or stepped headers allowed. Examples of this style header are manufactured by companies such as Howe and Schoenfeld. **No 180 degree or stepped headers allowed. NO Tri-Y headers.**

16.10 Shorty Headers as used in Halifax: will be allowed but must meet the following criteria: 1-5/8" maximum tubes, maximum 3 1/4" outboard and 10" from top of head flange to outlet flange.

Maximum 2 1/2" outlet flange. First four inches of exhaust pipe can be used to reduce to 2" o.d.

Minimum 24" of 2" o.d. pipe must be in the first 28" of exhaust pipe on both sides into 2 1/2" and same as cast iron exhaust from there to exit. Mild steel headers only. No chrome or coated headers allowed. No EQUAL length shorty headers.

18. TRANSMISSION

18.1 **Only Stock production OEM 3 speed or 4 speed (steel-cased) manual transmissions allowed.**

18.2 Transmission must have all forward gears working (OEM ratios for all gears), plus one reverse gear and must be able to be shifted by driver in seated position.

18.3 No variable ratio transmission allowed.

18.4 No 5-speed transmission.

18.5 No AUTOMATIC transmissions will be permitted.

19. REAR END

19.1 Any passenger car rear end may be used.

19.2 No floating axles

19.3 Aftermarket axles are permitted (NO gun drilled axles)

19.4 Rear end and all suspension parts must be stock type in original location.

19.5 No quick change rear ends.

19.6 No Detroit Lockers.

19.7 NO spool style differential cases will be allowed. Only steel mini spool in OEM differential case is approved.

19.8 Rear end must measure the same between each brake backing plate and the drive the pinion.

19.9 GM Rear end housing may be reinforced. Preferred method would be a bolt on setup but a welded brace may also be used. Note: This brace is NOT mandatory.

19.10 Locked rear ends are allowed.

19.11 Mini locker (piece of pipe joining the two axles) O.K.

19.12 Matching white lines are to be painted on each drum that indicate the relationship of one axle to the other. These lines are to be positioned so that they are lined up exactly the same on each side - i.e. both lines would run from the 3 to the 9 o'clock position. These lines must be able to be easily visible for inspection. If there are repairs done to the rear end during an event and the axle lines are disturbed, it is the responsibility of the teams to alert the tech inspectors as to the change so that new aligning marks may be applied.

20. GEAR RATIO

20.1 Maximum gear ratio is 5.50:1 final drive with transmission in second gear.

20.2 To find ratio (3 speed) multiply rear end gear ratio by transmission ratio in second gear.

20.3 Example: rear end gears 3.23 times transmission ratio 1.68 ($3.23 \times 1.68 = 5.4264$). You may run

less than 5.50:1 but not more. No 1 to 1 ratios. All gears in transmission must remain same ratio as produced by OEM.

21. CLUTCH AND FLYWHEEL

21.1 Clutch and pressure plate must be stock production OEM. This includes weight, size and physical appearance. No solid clutch discs allowed.

21.2 Aftermarket high performance types are not allowed.

21.3 All cars must have a one inch hole in the bottom of the bell housing to allow for clutch inspection.

21.4 Clutch disc (only single disc permitted) must be a minimum 10" diameter.

21.5 Any stock type steel flywheel may be used. No lightening of flywheels permitted. (i.e. drilling)

21.6 A flywheel shield or a 1/4 inch thick steel scatter shield positioned between the floor and bell housing, covering the top part of the bell housing, 180 degrees around, is required on all cars with manual transmissions.

21.7 No aluminum flywheels.

22. ROLL CAGE

22.1 Main cage and door bars must be no less than 1.50" mild steel tubing, continuous hoops not less than 1.50" outside and have a wall thickness of at least .095".

22.2 Any newly constructed car MUST use 1.75" steel tubing.

22.3 Must be frame mounted (no cage mounts can be added) in at least six (6) places (four upright pipes and two braces toward the rear).

22.4 Top HALO must be a minimum of 32" wide from outside to outside.

22.5 There must be a minimum of three (3) inches clearance between roll cage and drivers helmet.

22.6 There must be a cross brace or "X" brace in the rear hoop from side to side to allow for shoulder belt and seat installation.

22.7 Must be one forward brace off left front upright, to the frame, for feet protection.

22.8 There should be two bars running from side to side, attached to the roll cage or bottom door bars for seat installation. These two bars will have the seat mounted to them directly and should not be attached to the frame or the body of the car.

22.9 All welds must be a minimum of three (3) pipes on the inside of the driver's door (tied together and welded to the frame in at least two additional places) and two pipes on the inside of the passenger's door between the front roll bar and the rear roll bar.

22.10 It is mandatory that 1/8" plate be welded between driver's door bars and door skin. No brazing or soldering.

22.11 No square tubing.

23. FRAMES AND SUSPENSION

23.1 The suspension and running gear must be stock OEM for year and make of chassis. Police cars, taxis, etc. must conform to regular passenger car specifications. This includes rotors, brakes, spindles, control arms, trailing arms, steering components, etc. **Ball joints must stock appearing and be OEM type. No monoball types,**

23.2 Factory production, complete, 1973 or newer parallel American passenger frames only. No Jeep, Bronco, pick-up truck, 4WD, or similarly designed frames allowed. Allowable frames include: 1973-1978 GM 112" (i.e. Chevelle), 1978-up GM 108" (i.e. Malibu), 1978-up GM 114" (i.e. Impala), Ford Crown Victoria 114" (80's and 90's) Mopar 110" (i.e. Aspen) or 108" (i.e. Dart) MOPAR and FORD may use GM metric chassis.

23.3 Minimum wheelbase 108" (factory specifications).

23.4 For 2012 both 112" and 114" Chevrolet frames may be shortened to 108". Similar to the Ford 114" frame, if frame is shortened it may only be cut at the front of the frame rails at the junction of the front clip. Any frames not cut properly will not be allowed to compete. If in doubt contact the Speedway before construction. Ride height may be NO lower than 6" measured with driver in car.

23.5 Ford Crown Victoria frame may be shortened as of 2007. Frame may ONLY be shortened at the front of the frame rails. The distance between weld where rail goes into rear clip section to the perpendicular to rail section in front clip (see attached pic) may be no less than 54 1/2". Cut rails MUST be butted together and welded with proper plating on sides of rails. No other frame

modifications are allowed. Pickup points must remain as per stock frame. Ride height may be NO lower than 6" measured with driver in car. Wheelbase MUST be 108". Please call with any questions that aren't addressed in this new rule.

23.6 Rear of the frame may not be altered (coil for coil and leaf for leaf must remain).

23.7 The rear of the frame behind the axle may be reinforced or replaced for bumper support.

23.8 Stock rear frame arch (kick-up) must remain and maintain its original arch, mounts and pick-up points.

23.9 Leaf spring cars that replace the rear of the frame must maintain stock width at rear spring hanger mounting points.

23.10 Aftermarket rear control arms have been approved for 2012 metric chassis cars. It will be available from three suppliers, which are Tucker Racing Products, Lonnie Sommerville Racing and Johnson Chassis. These will be the ONLY suppliers of these arms. They will be subject to a strict adherence policy and will be inspected by template as to correct dimensions. Further information is found in APPENDIX "C" in this rule package.

23.11 Rubber or urethane bushings may be used in rear trailing arms.

23.12 Any sway bar must be factory stock OEM. Front sway bar may have adjustable links. Stock sway bars must in original mounting brackets and be bolted to frame in original OEM position under frame rails. The outboard ends of the sway must be mounted to the lower control arms in the original OEM position. Spacers and/or adjustable links may be used between the sway bar ends and the lower control arms. **No droop limiters or ANY other added components to the front suspension.**

23.13 Any tubing added between the frame rails and attached to the frame rails in front of the rear housing may not extend behind the rear housing. (i.e. no underslung chassis)

23.14 No part of frame or added tubing may be below 4" (6" with 108" frame) measured with driver in car

23.15 Frames may not be widened or narrowed and must support the roll cage on both sides. Cars with sub-frames must join the front and rear clips. However, both clips must remain and must maintain their OEM measurements, mounts, and pick up points. Frames must be full and complete on both sides to the front of the suspension and steering components. No notching of frame rails.

23.16 Tubing may be placed between the front and rear kickouts to strengthen the right front. Cage may not be attached to this piece.

23.17 Stock front cross member with following alteration:

GM (108 inch wheelbase)

- notch may be cut for fuel pump. Notch must be boxed in and may not exceed 2 inches deep and 2 inches back into cross member. Notch must be boxed in. Mopar notches may be cut for manifolds. RULING on Ford notching with Metric chassis to follow.

GM (111 inch wheelbase)

- no notching is required to obtain the 84% rule.

FORD (114 inch wheelbase)

- notch may be cut under oil pan for oil pump clearance. Notch must not exceed 8 inches wide, 2 inches back from front of cross member and 2 inches down from top of cross member. Notch must be boxed in.

23.18 No excessive drilling or lightening.

23.19 No Camaro frames or parts (Frames subject to inspection)

23.20 Wheelbase shall not have more than 1" difference from side to side. No front clips or tube type frames allowed.

23.21 Front and rear suspension and steering components must be uncut OEM for that frame. Stock spindles must match frame. No fabricated spindles.

23.22 Bottom "A" frames cannot be altered, drilled or moved and must be stock OEM for frame used

23.23 **Rubber or urethane bushings may be used in front lower control arms.**

23.24 Aftermarket professionally built upper "A" arms may be used. They must be adjustable tubular type only. Must meet OEM dimensions for distance from center of ball joint to pivot points. Ball joints must be OEM type and top mounted to the control arm.

23.25 Stock upper "A" frames may be hulled for screw jack clearance only. No cutting, notching, and/or re-welding of control arm sides. May be reinforced for strength only.

23.26 No coil-over shocks allowed either front or rear. No homemade coil-over allowed anywhere on

race car.

23.27 Any coil spring must be at least 4-1/2 inches outside diameter.

23.28 Rear coil spring pockets can be reinforced or extended to allow for a longer spring.

23.29 Rear OEM / Aftermarket trailing arms and front of leaf springs must remain in stock position on frame and rear end housing. No slotted, elongated, or redrilled mounting holes.

NO pinion angle modifications allowed.

23.30 Cars with rear leaf springs must use original pivot points with stock rubbers on front of springs.

23.31 Maximum tread width 68" center to center front and rear.

23.32 Lowering blocks o.k.

23.33 No fiberglass or plastic leaf springs allowed.

23.34 No lift bars, panhard bars or snubber bars.

23.35 Jacking bolts are allowed. On leaf spring, jacking bolt can be at rear of spring only.

23.36 All suspension parts must be stock length.

23.37 Stock rear cross member (at rear end housing) must remain in original location on frame and be utilized.

23.38 No Jeep, Bronco, pick-up truck (etc) or four wheel drive frames allowed.

23.39 One shock per wheel only; a total of four shocks per car. Hiem joints (welded on) will be allowed. All shock numbers MUST be readable. Shocks will be deemed illegal if numbers are unreadable. No performance shocks (except as listed in 23.39)

23.40 AFCO shocks will be allowed as an option for 2012. AFCO shocks only with the following numbers: 1274FB, 1275FB, 1276FB, 1277FB, and 1278FB. Numbers must be readable. No five digit (split valve) shocks allowed. They must be as produced and have numbers clearly visible on the shock body for identification. No weight penalty for AFCO shocks for 2012.

23.41 All suspension and steering components must be stock length and mounted in stock location unless otherwise indicated (e.g. shock mounts may be moved). Shock mounts are to be limited to one upper and one lower location.

23.42 The distance between the rear of the motor (bellhousing flange) and the center of the rear axle tube can be no less than 84% of the wheelbase of the car.

23.43 Maximum 2" setback beyond 84% allowed on Ford and MOPAR. (except MOPAR and FORD with G.M. chassis).

23.44 All motors must be centered between the frame rails.

23.45 Minimum crankshaft height will be the frame height plus 7 inches

23.46 **Driver must inform officials which frame is being used**

23.47 A spindle saver may be used between the lower ball joint stud and the outer tie rod end stud. This bracket is to lessen the probability of steering arm distortion on contact.

It may be fabricated and will be subject to inspection

23.48 Ride Height: No lower than 6" (108") and 4" (112-114") with the driver IN car.

Ground clearance will be the same on both sides. Inspection height gauges must pass under frame with no contact. **NO LIFTS WILL BE ALLOWED.**

23.49 Front end Camber angle will be inspected beginning 2012. The camber specifications will be as follows:

LF wheel maximum camber will be 4.0 degrees positive or negative (+/- 0.5 degree)

RF wheel maximum camber will be 6.0 degrees positive or negative (+/- 0.5 degree)

24. ASPIRATION

24.1 Holley 4412, 500 CFM only.

24.2 Carburetor must remain AS PRODUCED except choke flap can be removed.

24.3 Serial numbers must be readable.

24.4 Jets and power valves may be normally interchanged.

24.5 No material may be otherwise added to or removed from the carburetor. Venturi area must not be altered in any manner. Casting ring must not be removed

24.6 **Carburetor must pass Petty Raceway NO-GO gauge tests**

24.7 There must be two return springs on separate brackets.

24.8 A throttle stop must be devised that will prevent the throttle linkage from going past the point of return.

- 24.9 A four barrel to two barrel adapter, maximum 1 1/8", thick may be used.
- 24.10 Carb Spacer: Holes must be parallel to top (carb side) and bottom (intake side). No re-working of adapter of any kind.
- 24.11 General Motors and MOPAR are allowed two stock type gaskets, one thin and one thick.
- 24.12 On Ford, the carburetor will fit on stock two barrel intake, a 1" spacer is allowed.
- 24.13 No fuel injection, No electric fuel pumps, No belt driven fuel pumps.
- 24.14 No turbos, No magnetos.
- 24.15 AIR CLEANER AND AIR FILTER: An approved round air cleaner element- minimum 12 inches and maximum 14 inches diameter will be permitted. An approved air filter element - minimum 1 1/2 inches - maximum 4 inches high, must be used in the air cleaner at all times. All air shall be filtered through element. K&N air filter elements will be permitted. Only a round metal air cleaner housing is permitted. The top and bottom of the air cleaner must be solid and must be the same diameter. No lips or expanded edges are permitted. The air filter housing must be the same diameter as the air filter element. The air cleaner housing must be centered and sit level on the carburetor. The bottom of the air cleaner housing must be lower than the top of the carburetor choke horn. No tubes, funnels or any device, which may control the flow of air, is permitted inside of the air cleaner or between the air cleaner and the carburetor.
- 24.16 No carburetor air boxes allowed.

25. RADIATORS

- 25.1 One radiator only, mounted in stock location.
- 25.2 Hood must cover radiator without modification.
- 25.3 Electric Fan - can be used as pusher or puller. OEM fan may be removed.
- 25.4 Fan SHROUD will be mandatory for OEM fans.
- 25.5 No antifreeze permitted, water is the only acceptable coolant.
- 25.6 Must have a cooling system overflow located in engine compartment only.
- 25.7 No added weight required for aluminum radiators.

26. FUEL AND TANK

- 26.1 Safety approved fuel cells are recommended.
- 26.2 Fuel tank (other than approved cells) must be enclosed in a metal case of 18 gauge steel.
- 26.3 All tanks or cells must have a protective hoop at the rear. All tanks/cells must be installed behind the rear axle and between the frame rails and fastened to the frame.
- 26.4 The bottom of all tanks and cells may be no lower than the center of the rear axle tubes.
- Fuel cell mounting may need to be adjustable to conform to this rule.**
- 26.6 No pressure tanks allowed.
- 26.7 Fuel filler may be placed on rear trunk lid or drivers side rear quarter panel providing a check-valve is used at the top of the tank. **Note: If the filler is on the trunk lid you must still have a functioning full width trunk lid (see rule 31.5).**
- 26.8 All fuel lines must run under floor and must be metal.
- 26.9 Fuel must be pump gasoline.
- 26.10 No racing fuel. No Nitrous-Oxide, or nitro. No nitrous devices or plumbing allowed.

27. STEERING

- 27.1 Steering box must be OEM and must remain within the original bolt pattern for the frame used.
- 27.2 Power steering must remain and must be operating.
- 27.3 No fabricated steering components.
- 27.4 No cutting and/or welding pitman arm, steering arm, center link, or other steering components.
- 27.5 No rack and pinion steering. No steering quickeners.
- 27.6 In cockpit steering may be modified to suit drivers taste but must be kept on left side of the cockpit and the right side of the frame.
- 27.7 No center steering.

28. TIRES AND WHEELS

- 28.1 Wheels must not exceed 10 inches wide and 15 inches high. Steel wheels only.
- 28.2 Minimum half inch studs recommended.
- 28.3 Oversize nuts that thread all the way over the stud required.
- 28.4 Tires may not extend beyond the fenders more than 2".
- 28.5 Track tire for 2012 will be Hoosier 890 – 8" treaded tire.
- 28.6 No altering tires by unauthorized treatments. Tires could be subject to durometer testing.
- 28.7 Track reserves the right to define tire size, structure, compound with respect to availability to all competitors for all events.

PETTY RACEWAY TIRE RULE 2012

After numerous competitors input, the following will be the 2012 Tire Rule for Petty Raceway. All cars running for points in the GT Enterprises Sportsman Series will have to purchase a minimum of 10 tires during the 6 race 2012 season to qualify for points. If you are a visiting car, or a car that plans on running all races but not for points, this is not necessary.

All Tires must meet a Durometer reading of no less than 50 at the beginning or end of any heat race, or feature event. Any tires tested pre race deemed too soft will need to be removed from the car. A LEEWAY of 1 (49) will be acceptable but any less will be deemed illegal, forfeiting all moneys and awards, and possible suspensions for repeat offenders.

If you have your own Durometer it is suggested that you compare yours with ours, as ours is the one everyone will be tested with.

Tires will be stocked in the Moncton area (on request they can be available in the Halifax area) and purchased on a cash basis only. As well, a supply of tires will be available race day on a "while quantities last" basis. It is the competitor's responsibility to mount and dismount their own tires.

29. ALUMINUM

- 29.1 No aluminum or exotic metal; wheels, hubs, hats, rotors, calipers, pads, shoes, "A" frames, spindles, or any other suspension or rear end parts are allowed.
- 29.2 No aluminum drive shafts, harmonic balancer, or firewalls.

30. BUSHINGS

- 30.1 All suspension bushings will be rubber with exception of the front lower control arm bushings and the rear trailing arm bushings, which may be rubber or urethane. NO SOLID BUSHINGS.

31. BODIES

- 31.1 Approved Body Configuration (ABC) Bodies will be allowed for 2012.
- 31.2 FiveStar bodies are recommended. Aftermarket bodies MUST conform to "Five Star" dimensions and angles and must meet template within 1.0" tolerance. (Weight penalties and/or rear spoiler removal/modification could apply to non-conforming bodies)
- 31.3 All vertical measurements will be taken with driver in the car.
- 31.4 No station wagons, trucks, panels, vans, convertibles.
- 31.5 Rear deck lid must not be riveted to body. Must be hinged or made easily removable. NOTE: Rear deck lid must have a minimum opening of 48" wide by 12" deep. This will allow access to fuel cell for safety and inspection
- 31.6 All interior upholstery must be removed.
- 31.7 No cut-down doors. Safety retainers required on hoods and trunk lids.
- 31.8 Body must be contort on frame and retain its stock appearance, dimensions and angles.
- 31.9 Body must be 4" off the ground at all points.
- 31.10 Rear window brace mandatory. Window will not be permitted to "sag" under speed.
- 31.11 Passenger side window must remain completely open except for 8" from front window pillar for vent installation or clear lexan.
- 31.12 Rear deck spoiler (FiveStar type) allowed. Max length of 60" and max height of 5".
- 31.13 Rear deck height may be a maximum of 34.5" (+/- 1.0") off the ground. Rear deck area must be

supported by adjustable braces to allow for conformity of rear deck measurement. Allowance will be made for those cars with higher than normal HALO. That is if the HALO is forcing the roof to be 1.0" too tall, then we will allow for 1.0" higher deck.

31.14 Full front windshield required. Must be Lexan or approved safety glass.

31.15 All window pillars should be in place. Painted roll bars are not an accepted substitute for window pillars.

31.16 Must have steel floor plan and firewalls between the driver, engine and trunk compartments.

31.17 Aftermarket rubber nose cones must match the body.

31.18 No wings, or ground effects anywhere inside or outside the car.

31.19 The interior of the car cannot be arranged in such a way as to look like a spoiler.

31.20 No holes allowed in hoods. No cowl induction.

31.21 Any radiator air ducting must not extend ahead of the front bumper or behind the radiator and must be at least 4" off the ground.

31.22 A single exterior rub rail may be used on each side of the car, from behind the front wheel parallel to the ground, to ahead of the rear wheel, break for the rear wheel opening, and continue toward the rear of the car and fasten to the side of the rear bumper.

31.23 Square tubing or round pipe only. Maximum 1.0" outside diameter.

31.24 Exposed bolt heads must be carriage type only. No sharp edges.

31.25 Rub rails must fit tight with the side of the car and blend with car colors.

31.26 Numbers and lettering must be over rub rails.

31.27 All cars in competition must have a complete paint job. Primer is not considered paint.

31.28 No body modifications allowed.

31.29 All cars must begin each race meet with complete body (hood, doors, fenders, trunk, lid, etc.) unless damaged in practice and/or O.K.'d by Pit Steward.

31.30 Hood and Trunk Lids: For 2012 the hood and trunk are RECOMMENDED to be hinged to allow it to be flipped open but remain with the vehicle in the event the car needs to be towed from the track. Recommend Fivestar Universal Hinge Kit. Teams are having issues with the tow cable on the bumper so they are putting them on the frame under the hood or trunk and we are trying to find a quicker way to get cars towed into the pits with all parts still on the cars vs. having the hood on the roof and fall off on the way in etc.

32. BUMPERS

32.1 Bumpers must be used both front and rear.

32.2 The centers of both bumpers must be the same height from the ground and measure between 16" and 18" from the ground.

32.3 Bumpers must be constructed of max 2" tubing. A single bumper tube only at front and rear.

32.4 Bumpers cannot be reinforced from behind.

32.5 Bumpers must not have any sharp edges exposed.

32.6 Rear bumper and brace bars must be sufficient to protect fuel cell or tank.

32.7 TOW HOOK/LOOP must be installed in both front and rear of car to allow for recovery vehicles to quickly lift cars and move them to the pit area. Recommended installation would be a steel cable attached to the bumpers and accessible through a hole/slot in the bumper covers. Alternately a bracket attached to the frame rails or cage and accessible when the hood and/or trunk lid are opened (keep in mind this is where we need the hinged hood and trunk if possible).

33. ELECTRICAL

33.1 Batteries must be securely installed.

33.2 Those installed inside drivers compartment must have a protective covering (e.g. marine case).

33.3 Starting system must be operating.

33.4 Ignition system kill switch must be marked on and off and be accessible from outside the car.

33.5 No Tachometer will be allowed during competition

34. BRAKES

34.1 Brakes must be operating on all four wheels and must lock up all four wheels during inspection.

34.2 Rear brakes will be drum type only.

34.3 OEM brake pedal, master cylinder, (only one (2 line), with single push rod and must be under hood in stock location) rotors and drums.

34.4 Caliper brackets must be mounted in fixed position. Calipers must be OEM for frame manufacturer.

34.5 No drilled rotors.

34.6 A Brake Bias Valve will be allowed. The installation will be limited to **one Bias Valve installed between the rear brake line at the master cylinder and the rear wheels**. The valve and control knob/lever MUST be clearly visible in the driver's compartment. It is recommended that the rear proportioning valve be removed when using a bias valve. A generic description of this setup is included in "**Appendix B**" at the end of this document.

34.7 Floor mounted brake pedal and single master cylinder assembly will be allowed. Only valves allowed in brake hydraulic system will be the proportioning valve as well as residual check valves that may be needed due to cylinder position.

34.8 Recommend using the following front rotors: Raybestos Brutestop 727 (BR5064R or BR5064L) or (for GM) - US Brake front rotor # 9850-6500-AE.

34.9 For 2012 the Coleman aftermarket hub and rotor will be allowed. Coleman Billet Steel Sportsman Hub and Coleman Sportsman GT Series Straight Vane Rotor are the only parts allowed. They will match the OEM hub and rotor assembly dimensions.

35. WEIGHT

35.1 Car must weigh a minimum of 3000 lbs after any regular race. There will be an allowable tolerance from the 3000lb minimum for weight loss on special events. The intent of this rule is for teams to not have to change weight for special events. Must maintain 55% left side. No tolerance will be allowed.

35.2 The crate engine will be subject to a 25lb weight penalty to offset for the aluminum intake manifold

35.3 Maximum left side weight 55%.

35.4 Maximum rear weight 45%.

35.5 All weight percentages will be measured with driver in normal seated position.

35.6 Track management maintains the right to adjust or further define the weight rule.

35.7 No weight to be placed lower than the bottom of the frame rails

35.8 No hydraulic, ratchet, electric, pneumatic, or any other kind of moveable weight devices anywhere in or on the car.

36. SEAT

36.1 Aluminum racing seats are mandatory.

36.2 Recommend racing seats be fastened entirely to the roll cage (bottom and backrest) and not to the frame or floorboards.

36.3 Likewise seat belts should be to the roll cage.

36.4 The seat must be positioned so that the backrest is no more than 70% of the wheelbase (factory specification) from the front spindle (measured from the back of bottom of seat).

36.5 The bottom of the seat must be above the bottom of the frame.

36.6 NO FIBERGLASS RACING SEATS.

37. SAFETY

37.1 Helmets are required.

37.2 Must be the Snell 85 minimum and must be worn at all times when car is on the track. Helmet must accompany any vehicle at time of inspection.

37.3 Fire suits of a flame retardant nature must be worn by all competitors whenever cars on the track.

37.4 If suit happens to be a two-piece, both the top and bottom must be worn at the same time.

37.5 **Fire retardant gloves and shoes are MANDATORY.**

37.6 A securely fastened, quick release fire extinguisher is required within easy reach of the driver.

37.7 Fire extinguisher must be a **minimum of 2.5 lbs** and must have recharge slip dated no earlier than January first of the current year.

37.8 Drivers window net with quick release top latch is required.

37.9 **Five-point racing harness is the minimum requirement. Minimum date code on belts must be 2009.**

37.10 Drive shaft hoops required and must be constructed of material sufficient to contain the Drive shaft in the event of U-Joint/Drive shaft failure.

37.11 No aluminum drive shafts.

37.12 Drive shaft must be painted white.

37.13 Loose objects and/or weights will not be allowed in drivers compartment (between front and rear hoop).

37.14 Any added weight must be securely mounted, a minimum of two half inch bolts used with each weight.

37.15 All weights are to be painted white with car number painted on them.

37.16 **Industry approved head and neck restraint harness recommended.**

38. NUMBERS

38.1 All cars must have their assigned numbers on both sides of the car and on the roof (readable from the grandstand) at least 20" high and 4" thick in a color that contrasts with the car color.

38.2 A 6" white number is required on the top right corner of the front windshield.

38.3 Numbers deemed difficult to score, the driver will be notified and any scoring check requests for that car may not be acknowledged.

38.4 The top of windshield must be reserved for class sponsors.

39. LISTENING DEVICES

39.1 **Scanners will be MANDATORY for all competitors.** ONLY the track frequency is programmed. Scanners will be subject to inspection for any other frequencies.

41. MISCELLANEOUS

41.1 No performance or aftermarket speed equipment of any kind is allowed.

41.2 **Must have tow hooks on front and rear frame.**

41.3 Should have a loop in the center of each bumper (cable or chain) that can be used for each pickup.

41.4 One stock passenger car inside mirror may be used and must be mounted inside the car.

41.5 Roll bar padding is **MANDATORY** around driver.

41.6 Anything not being specified as allowed must be stock.

41.7 Stock parts are those manufactured for the normal family sedan, not taxis, police cars, muscle cars or any other special editions.

41.8 Any misrepresentation of the rules will be subject to a final decision by track officials.

41.9 Track officials may check any car at any time.

41.10 Track reserves the right to amend any rule with prior (fair) notice to competitors.

41.11 Petty Raceway reserves the right to confiscate and retain any parts or components that are deemed to be non-conforming to the rules set forth in these pages. The decision of track management will be final.

APPENDIX "A"

Circle Track 350/350

Designed for circle track's weekend warriors, this bulletproof 350-HP, 350-CID factory-sealed racing engine is a tough combination of power and reliability and it fits almost any racing budget.

Based on GMPP's popular 350 HO engine, including a brand-new, four-bolt-main block, 9:1 aluminum pistons, cast iron crankshaft and GM iron Vortec cylinder heads, the 350/350 "Factory Stock" version features a high-rise dual-plane intake manifold, 8-quart single kickout circle track oil pan, valve cover kit with breather tube and breather, and special "kool nut" rocker arm nut design.

The 350 HO's unique dual-pattern cam is included, too. It's based on the one found in 1965-67 Corvette 327 engines, but with more lift and duration to clear the engine exhaust quickly and move in more air, providing excellent mid- and high-range power, where you need it on the track.

Delivered complete from the oil pan to the intake manifold, including

an HEI distributor, the 350/350 racing engine has the proven parts and HP to power a competitive racecar.

APPENDIX “B”

Approved Metric Chassis Rear Control Arms

Metric Lower Arm Metric Upper Arm

Tucker Racing Products Contact: (506) 450-2051

Address: 111 Killarney Rd Fredericton, NB

Sommerville Racing Contact: 506-832-0884

Address: 139 Bayside Dr.

Saint John, NB E2J-1A3

Metric Lower Arm Metric Upper Arm

Johnson Chassis Inc. Contact: 704-784-5353

Address: 7140 Weddington Rd, Suit 124

Concord, NC 28027

NOTE: The forward holes in the Johnson Chassis upper arm must be filled or otherwise made non-functional. This will be strictly enforced. The arms must meet OEM length.