



SPORTSMAN RULES

***ANY COMPETITOR CAUGHT TAMPERING A 602 CRATE MOTOR FROM OE INTERNAL SPECS WILL BE DISQUALIFIED. LOSS OF ALL POINTS TO DATE AND BE HANDICAPPED AS A WIN.**

***TOP 10 IN POINTS CAN NOT REFUSE TECH AT ANYTIME EVEN IF YOU FINISH FURTHER BACK DURING THE EVENT.**

***NO MODIFIED DRIVER CAN COMPETE IN THE SPORTSMAN DIVISION AT ANYTIME.**

GENERAL SAFETY

All cars must have an O.C.F.S. inspection decal to be authorized to race. All cars are subject to inspection at any time and must be free of mechanical defects and be in safe condition to race. The decision of officials regarding car safety will be final. All the following rules are mandatory and will be strictly enforced.

S. MANDATORY SAFETY RULES

THESE RULES ARE MANDATORY AND WILL BE STRICTLY ENFORCED

1. Failure from a driver, crew, or car to follow any safety rules will automatically be disqualified from the event, fined and suspended for a period of time up to one year. Suspension will be at track discretion and based on severity of offense.
2. All cars are subject to inspection at any time. All cars must be free from mechanical defects and be in safe racing condition. O.C.F.S. official's decision regarding any safety infractions will be final.
3. All drivers must wear approved helmet, approved racing suit and shoes; approved fire retardant underwear, head socks, and gloves. Approved neck and arm restraints are highly recommended.

S1. SAFETY - FRAME

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The top side bar must be a maximum of 20" below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. All roll bar bracing must be a minimum of 1- 1/2" diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the rollcage is mandatory.
2. The rear main roll bar hoop must be a minimum of 26" measured across from outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be directly welded to the 2 x 4 frame (no outriggers). The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rules will govern the width dimension.
3. Only two roll bar diameters will be permitted. Roll bars of 1 3/4" diameter will require a minimum of .095" wall thickness. Roll bars of 1-1/2" diameter will require .120" wall thickness. A minimum clearance of 1-1/2" is required between the top of the normally seated drivers helmet and the underside of the horizontal roll cage bars.
4. Shock resistant roll bar padding must fully cover all bars that that may come in contact with the driver's head while strapped in the seat. On center type steering, all housings, lines and fittings must be covered with shock resistant roll bar padding. The steering wheel center must also be padded. The starter housing and any other points of contact that could potentially injure the driver must also be adequately padded. It is recommended that this padding be flame retardant.
5. All cars must have a functional padded headrest, which must be in line with center of driver's head, if not built into the seat.
6. Adequate window openings on both sides of the car must be maintained for emergency exit of the driver.

7. The minimum opening size is that which will allow a rectangular box with dimensions of 12" high by 18" wide by 30" long to be passed through the inside of the car from one window through to the other side.
8. Any obstacles other than the driver's headrest, which prohibit the passage of the inspection box through the cockpit, must be removed.
9. All cars must have a drive shaft cover.
10. All cars with open drive shafts must have a tunnel, made from a minimum of 1/8" thick steel which extends from 2" under front edge of seat to the back of the transmission covering the shaft and "U" joint, and output flange on top and both sides. It must extend completely down to floorboards. It must be held in place with a minimum of four 3/8" diameter bobs at bottom connected to a substantial cross-member.
11. This drive shaft cover must be a solid unit with no cut-aways for lightening purposes.
12. Two steel safety rings diameter to suite x 1/4" wall thickness x 2" wide, each fastened by two 3/8" grade 5 bolts to the torque arm side plates or the frame must be installed around each universal joint.
13. Closed drive type cars, torque tubes, or bells that already have a 360 degree covering from "U" joint back to seat will be accepted as is. To protect the driver, any suspension link such as a torque arm, coil over or trailer bar inside the driver's compartment must have a steel cable (1/4" in diameter or more) or clamp connecting it to a substantial cross-member to limit its range should it break loose. These parts must have no sharp edges and must be padded.
14. Firewalls, both front and rear are mandatory. The rear firewall must extend from the top of the fuel cell to the belly pan to isolate the driver from the fuel cell. A minimum thickness of .050" aluminum or steel is required. A minimal amount of sheet metal may be cut out for drive shaft clearance. The front firewall must fully isolate the driver from the engine compartment.
15. Belly pans are mandatory and must extend from front firewall to rear firewall and be attached at both spots. It is mandatory to have a separate floor to protect the driver's feet in the event the under pan falls off. This extra floor must be attached to the frame or cross-member or both, and extend from the front firewall past front of edge of the seat.

S2. SAFETY SEAT AND SEAT BELTS

1. All cars must be equipped with 5 point seat belts to SF1 16.1 specifications. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting.
2. Seat belt webbing that comes into contact with any sharp or un-radiused metal edge must be protected from that edge by means of push on grip vinyl trim. The areas of concern are the webbing slots in the metal racing seats. All the seat manufacturers either roll the edge or supply the seat with trim protecting the webbing from abrasion or cutting under Impact conditions. Webbing entry slots into the seat with an existing metal roll of 1/8 Inch smooth radius will not require vinyl trim.
3. The areas where the webbing slot has been enlarged by filing or cutting are of particular
4. concern. In most instances the edges have been left sharp, increasing the incidence of belt failure. As racing seat belts are subjected to severe conditions, it is required that worn/frayed belts are replaced immediately, and that undamaged belts are replaced every 24 months. The date sewn into the webbing should be used as a guide.
5. Damaged belts will not be permitted.

S3. DRIVERS SEAT

1. Shall be metal only; one piece and high-back style, and provide support of both left and right sides from shoulders to the legs.
2. No fiberglass or plastic seats.
3. Seat shall be securely fastened to frame in six (6) places, using a minimum of six (6) 3/8" bolts, four on bottom and two on seat back.
4. All bolts securing seat to frame must be connected together by a minimum 1/8" thick steel bracket or 3/16" thick aluminum bracket.
5. Brackets must between the bolt head and seat bracket is required connecting the 2 bolts on the seat back and 2 plates are required connecting the 4 bolts on the seat bottom.
6. All seats must have a minimum 1/8" steel plate, as wide as the seat, under and up the back 4".
7. In Modified and Sportsman cars, seat and steering must be centered in frame.

S4. SAFETY DRIVERS EQUIPMENT

1. All drivers must wear a 2010 or newer SNELL approved full face helmet.
2. All drivers must wear a clean one piece SF1 driver's suit with fire retardant LONG sleeve
3. underwear, head socks, gloves, foot socks and shoes to SF1 specification 3.2a and 3.3.
4. Arm restraints and a neck brace are highly recommended.

S5. SAFETY FUEL

1. All crews must carry an operable fire extinguisher of 20 pounds marked with the car number in 2-inch numbers/letters in the rear of their transporter, capable of extinguishing gas and oil fires.
2. On board "flame-out" systems installed in the race car are recommended.
3. A fuel cell with a maximum capacity of 24.5 U.S. gallons is mandatory. No pressure tanks are permitted on fuel systems.
4. The fuel cell must be fully encased in a steel container with a minimum thickness of 20 gauge.
5. An optional aluminum container may be used with a minimum thickness of .060".
6. The cell must be fully foamed with just a minimal cut -out for filler. Cut -out may be no larger than 6" wide by 10" long by 7" deep.
7. Fuel lines must siphon from the top only. There must be a one-way safety valve in the vent line.
8. Fuel tank must be mounted behind driver.
9. Fuel tank must be secured by 3 steel/aluminum straps (each strap must be a minimum of 1" wide x ¼" thick) and bolted to frame of car with at least 5/16" diameter grade five (3 line) bolts.
10. Fuel cells should be to SFI 28.1/2 or FT3. No fuel cell bladders may be older than 5 years from date of manufacture.
11. A horizontal bar with minimum dimensions of 1' by .095" wall thickness must be mounted behind the fuel cell for rear impact protection.
12. No racing fuel in drums may be brought on to track premises.
13. A fuel shut-off valve must be mounted within easy reach of the driver and the safety crew. It must be labeled in a clearly visible location with words FUEL ON/OFF with a bright colored paint or decal.
14. A minimum of two throttle return springs and a steel toe loop on gas pedal are required.

S6. SAFETY ANCILLARIES

1. All cars must have an ignition switch which is easily accessible within the driver's
2. compartment. The ignition switch should be marked ON/OFF with a bright colored paint or
3. decal and be clearly visible and easily accessible to the safety crew.
4. Fuel lines, power steering lines and fittings running through the driver's compartment must be made from an approved braided type line only.
5. No plastic or glass fuel filters permitted.
6. High pressure lines and fittings or hot fluid lines running through the driver's compartment must be encased or shielded by a deflector to prevent driver injury.
7. All cars must at all times have four wheel hydraulic brakes in good working order.
8. Brake tests may be held throughout the year.
9. Rear wheels must have a minimum of five lug nuts.
10. A minimum of three lug nuts is required on front wheels only.
11. No knock off hubs are permitted on any wheel.
12. Exhaust headers must be safe for the driver and exit past the driver's seat.
13. All exhaust pipes must exit facing the rear of the car and be directed in such a way as to disturb as little dust as possible. Pipes may not exit through the doors or in front of the rear tires.

S7. SAFETY — BODY

1. No mirrors or reflecting devices permitted.
2. Inspectors reserve the right to request body or sheet metal to be replaced and painted if it has any sharp edges or is not looking presentable to the sport.
3. No oil cooler may be mounted external to the bodywork.
4. All oil cooler piping shall be routed under the bodywork, as safely away from driver as practical.

5. Oil coolers with a duct covering them on both sides and the rear may be mounted further forward than the centerline of the rear axle.
6. Oil cooler maybe mounted under rear deck, under side shoots. Mounting under shoots must be covered for the Driver's protection.
7. Oil coolers may be mounted under the hood ahead of the motor.
8. Max rear spoiler height, regardless of ride height, not to exceed 50". This height will be randomly measured during an event. Cars not complying will be excluded.
9. It is suggested that manufacturers do not make tall cars that can only pass tech at low ride heights.
10. The following driver must be able to see through for clear view of track ahead.
11. All cars must have a full steel windscreen (rock guard) of substantial material with a maximum individual hole opening of 2" by 1" by 1/16" (no chicken wire or aluminum).
12. Screen must cover entire windshield area left to right across the cage and from top of cage down to hood or cowl.
13. Clear lexan or safety glass windshields may be used for additional protection If they are in the driver's line of sight. They must be shatterproof and mounted behind the screen, enabling driver to wipe them clean.
14. Any additional windshield must not obstruct the emergency exit of the driver.

S8. SAFETY — BATTERY

1. The battery must be properly secured and must have top and terminals completely covered by rubber.
2. 12 VOLT ONLY, 14v max. No step up transformer or any other devise to increase voltage allowed.
3. A battery shut-off switch Is MANDATORY. Must be marked ON/OFF with bright colored paint or a decal.
4. The switch must be mounted on the left side Inner panel (above the steering post).
5. The knob must be outside the panel clearly visible, and easily accessed by the safety crew or driver. It must be wired to cut of f the HOT (pos. +) side.

S9. BODY STYLE AND DIMENSIONS

***** ALL MEASUREMENTS MAYBE TAKEN WITH OR WITHOUT DRIVER AND/OR WITH OR WITHOUT FUEL TOLERANCE PERMITTED ON ALL. BODY DIMENSIONS IS MAXIMUM 1/2 INCH. THIS IS A TOLERANCE, NOT A DIMENSION TO BE ADDED TO THE BODY DIMENSIONS.**

S9A. BODY MATERIAL

1. Only aluminum or steel will be permitted for all inner and outer body panels.
2. A maximum of 4" vertical plastic material extending below the metal body panel is permitted.
3. The plastic thickness shall be between .090" and .1 25" and an overlap of 2" to secure to the doors/door extensions will be permitted.
4. The overall dimensions of the doors and door extensions must meet the specifications.
5. The roof must be fiberglass only. Hood, hood scoop, windshield cowl, right rear Inside tire clearance cover and front spoiler may be constructed of either fiberglass or aluminum.
6. Only clear lexan will be permitted for the rear spoiler and the rear wing windows. NO STICKERS OR WRITING WILL BE ALLOWED ON SPOILER OR WINDOWS.

S10. ROOF

1. The roof must be centered from side to side on roll cage and also be centered on frame (no offset bodies).
2. Leading edge of roof must be fastened in a stationary position a minimum of 33" and a maximum of 48" in front of rear axle centerline.
3. The roof must be securely fastened at the back and on both ends.
4. Length of the roof: maximum 60", minimum 48".
5. Width of roof maximum 52", minimum 48".

6. It must display a turtleback style and shape with at least 3/4" belly front to rear and 3/4" side to side.
7. NO FLAT ROOFS.
8. Front lip may not be more than 1/2". Side edges may be no longer than 1 1/8" break.
9. The roof cannot change shape or location while racing.
10. Overall height (top of highest point); minimum 52", maximum 61", measured from the ground.
11. Maximum roof angle is 5 degrees.
12. The roof must be one piece fiberglass only and be a single ply, one contour inside and out.
13. No carbon fiber.
14. Roll bars must be exposed.
15. No vertical metal used to mount roofs will be permitted covering the roll bars.
16. The roof must weigh a minimum of ten pounds.
17. Any proposed new roof design must be approved in writing by O.C.F.S.

S11. FRONT DOOR POSTS

1. Door posts must be flat aluminum sheet metal only.
2. From a side view they must be seen as a 2" dimension. They must be no wider than 2".
3. They may be bead rolled or have a lip for re-enforcement, but can't exceed a 3/8"
4. maximum thickness at that area.
5. The material thickness used may be a minimum of .050" to a maximum of .090" inches.
6. Only a one-piece construction will be accepted!
7. There will be no Tolerance on these measurements.
8. Door posts must attach securely to the metal roof support and doors.
9. They may be bolted with a mm. of (2) 3/16" bolts to the door bracket for the ease of
10. fabrication.
11. No lexan vent windows or excessive sheet metal will be permitted in the vent corner where the post meets the door panel.

S12. REAR WING WINDOWS

1. All rear wing panels and windows must resemble a current OEM body style.
2. Their upper profile may not protrude above a straight line drawn from the rear of the roof to a point 3" higher than the rear deck. There must be at least a 2" indent in the profile, so as not to make this panel a fast back.
3. The maximum base length must not exceed 61". Left and right must be of the same style and dimensional.
4. All window styles must be nominally 160 square inches (suggested 10" tail X 16" long), clear, smooth lexan with no bends or breaks.
5. No writing or decals permitted on the wing windows.
6. Rear view of the wing window must go in a straight line from top of quarter panel or body line to the roof with a maximum gradual bow of 2" in the center of wing window.
7. See drawings in rear of book REAR WING WINDOW / SIDE VIEW / REAR VIEW

S13. BODY WIDTH AND GROUND CLEARANCE

1. Body width (measured anywhere along the body line, front or back): 68" maximum, 64" minimum.
2. Minimum body and chassis ground clearance 2 1/2".
3. No fan or ground-effects cars are permitted.
4. No rubber skirts, fins, or spoilers of any description are permitted under the car.
5. A 2" max air deflector is permitted in front of radiator to facilitate cooling.

S14. DOOR PANELS

1. Side door panel: minimum 60", maximum 70" in front of centerline of the rear axle.
2. Doors, front door extensions and rear quarter panels must be flat and mounted in a vertical position.
3. They shall remain flat with no louvers, bead rolls, holes or protrusions from top to bottom, the exception being for rub rails.
4. They may have a max of a 1" long lip at a 45 deg. outward angle
5. 1/2" away from the sheet metal for the purpose of reinforcement. This will be allowed at the top and bottom of the panels.
6. All outside sheet metal, door panels, door extensions, air dams, front nose & hood fins must be the same shape, size, and angle on both sides of the car. (Must be symmetrical)
7. Bead rolls around the outside perimeter of these panels and the wing windows will be
8. allowed. Bead roll edges must face towards center of chassis.
9. Front door extensions will be permitted up to 20" behind the front axle centerline.
10. Front door height must be a maximum of 38" and minimum of 30" from the ground measured at 60" from rear axle centerline.
11. Ground clearance on the bottom of the doors must be a minimum of 6" and a maximum of 12" from the ground. Right side may be higher for roll clearance.
12. All doors and rear quarter panels may have a maximum lip of 1 1/2" rounded at 90 degrees and facing inward only, on the top and the bottom.
13. At the top of the doors and rear quarter panels, a lip angled out at a maximum of 45 deg., protruding away from the door no more than 1/2" and no more than 1" in length before it bends inward for strength will be permitted.

S15. REAR QUARTER PANELS

1. Rear quarter panels must match each other.
2. They must be a maximum of 47" and a minimum of 40" from the ground at the rear and continue in a straight line with top of door. See body drawing in back of book.
3. A fender flare, up to a maximum of 2" from the body may be used, but the overall body width must still be maintained at a 68" maximum.
4. Rear quarter panels can extend back to 48" maximum at top and may incline down to 44" maximum at bottom measured from center of rear axle to rear of car.
5. Ground clearance on rear quarter panels must be a minimum of 8" and a maximum of 16".

S16. REAR SPOILER

1. The rear spoiler must be clear one piece lexan with a maximum height of 5" from the rear deck and must not have any writing or stickers on it.
2. The rear spoiler must be non-adjustable (no hinges or slides).
3. No metal Gurney tabs permitted. Lexan may have brake (top only) for rigidity.
4. Spoiler maximum height from ground is not to exceed 50".
5. A maximum of four vertical supports may be used to fasten the spoiler to the rear deck.
6. These supports may not exceed 2" in vertical height and 10" in length.

S17. REAR DECK

1. Maximum rear deck height with spoiler, regardless of ride height, may not exceed 50".
2. This height will be randomly measured during an event.
3. It is suggested that manufactures do not make tall cars that can only pass tech at low ride heights.
4. The driver following, must be able to see through for clear view of track ahead.
5. Rear deck lid (i.e. trunk lid) must be fully enclosed from quarter panel to quarter panel and have a minimum height of 9" and a maximum of 14" in vertical coverage behind the fuel tank.

6. Left and right rear trunk lids must be symmetrical in size and shape and show no specific bulge or extension to cover fuel filler hose or apparatus within the 9" to 14" of vertical coverage.
7. This panel must completely cover the fuel cell, filler hoses, and vent lines.
8. At the discretion of the chief tech inspector, older cars with tall gas tanks may have a step in the deck to accommodate the tank.
9. The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell.
10. The fuel cell must also have both sides completely covered by sheet metal in addition to the container it is enclosed in. Within these dimensions there can be no openings.
11. No openings from top of fuel cell to bottom of trunk lid are permitted.
12. Any vent line nozzle used for catch can purposes must be mounted on the left side quarter panel only.
13. No crewmember will be permitted behind the car during pit stop refueling.

S18. HOOD, NOSE, AND FRONT SPOILER

1. The hood, nose, and front spoiler can be no wider than 36" and no narrower than 24".
2. The nosepiece must end at the front of the shock towers. The spoiler must be separate.
3. The nosepiece shall start where hood ends and end at the shock towers.
4. Shock covers or deflectors may not be part of or riveted to the nose or spoiler exceeding the 36" width maximum.
5. Fabric shock covers are permitted as long as they are used for the prevention of dirt getting at the shock piston and not used for any aerodynamic advantage.
6. The front spoiler must not extend any more than 20" in front of the front axle centerline.
7. The front spoiler must be non-adjustable (no hinges or sliders).
8. The hood shall be considered from the front roll cage to on top and even with the front of the radiator.
9. Both hood and nose may have 2" maximum lips up or down on both sides following the contour of the body. Both lips must be symmetrical.
10. The hood, nose, and spoiler may not overlap each other's location on the frame.
11. Any part of hood may not exceed 10 degrees nor can sheet metal have an opening or extrusion between the hood and nose.
12. The hood must extend over the radiator and have complete sides.

S19. HOOD SCOOP

1. The hood must be fully enclosed.
2. Two options of hood scoops mounted on top of the hood for the purpose of enclosing the carburetor, or ram air will be permitted providing they meet the following specifications:
3. Both style scoops may be made of fiberglass.
4. Ram air type scoop: Maximum length, 30" measured from rear motor plate to front of hood scoop. Maximum width 18".
5. The front vertical opening of the scoop can be a maximum of 6" at the beginning of the scoop only.
6. The overall height of this scoop must maintain a minimum of 8" of vertical vision for the driver. This measurement will be taken from a horizontal line from the highest point of the hood scoop to the lowest point of the front roll cage and/or roof.
7. Hood scoop must be fastened to the hood and completely enclose the carburetor and air filter.
8. The conventional no ram air scoop: a maximum of 25" is permitted from center of the carburetor forward to end of scoop.
9. The width permitted is a maximum of 22".
10. The height must maintain a minimum of 8" of vertical vision from the top of the scoop to the lowest point under roof or roll cage.

S20. INTERIOR SHEET METAL

1. Any horizontal body support, other than the inner pods, whether in front or rear must be a maximum of 1" deep by 1" thick tubing or flat stock only.
2. No inside or outside wings, spoilers, air foils, or wind deflectors are permitted.

3. No double panels that create a wing effect will be permitted.
4. A 1" maximum reinforced lip will be permitted on all lexan, but all specified measurements must still be maintained.
5. All inner sheet metal used must completely cover areas from door to door, quarter panel to quarter panel. No holes or openings are permitted in this area.
6. No vertical fins, air dams, or fairings permitted on the sides or behind the roll cage.
7. Sheet metal must be a flat single plane across the inside of the car.
8. No covered roll bars are permitted. Sheet metal that is one piece and part of a body panel bent around tubing (for purposes of protecting the driver or finishing off panel) is not considered an aerodynamic advantage provided it is not to excess.
9. No louvers or holes in the interior or exterior sheet metal are permitted with the exception being the cooling of the radiator, engine, and oil cooler.
10. The floor pan or under pan may not be any wider than the frame, from front to back, and may not have any lips or fins facing downward.

S21. NUMBERS

1. The track handicapper reserves the right to issue or change a car's number to prevent duplication and maintain proper records.
2. Letters of driver's last name must be a minimum of 6 inches in height and be positioned under, through or above number on both sides of the car.
3. Team cars must be clearly distinguishable from one another and use a different number or letter.
4. All numbers and letters will be limited to three digits. If three digits are used, two shall be primary numbers. Numbers are required on roof, nose, rear deck and both doors and not on quarter panels.
5. All numbers and letters must be a minimum of 18" high on the roof and doors, and 8" high for the rear deck and nose. All numbers and letters must be of equal size and painted or decaled. If numbers "3" "6" or "9" are used, make sure that they are distinguishable. Nerf bars must not block visibility of number.

CHASSIS SPECIFICATIONS

S22. FRAME

1. Only 2 x 4 box frames are permitted between axle centers, front and rear. The 4" side must be vertical. Frame rails must be steel only.
2. All 2 x 4 rails must be .120" wall thickness only.
3. At the discretion of the officials, it may be necessary to drill a 3/16" hole in frame rail for inspection of thickness. No other holes will be permitted.
4. All tubing permitted for the frame rails must be either 1 1/2" dia. x .095" wall or 1 3/4" x .095" wall.
5. Frame width shall be as follows: Front (at shock towers) 24" minimum, 5" maximum. Rear 26" minimum, 35" maximum. The minimum frame width at the rear roll bar must be 26".
6. All measurements are to be taken from the outside of the frame rails. These measurements shall be taken at both top and bottom of frame at its longest length. Clips, sub-frames, etc. are considered part of the frame.
7. Minimum length of the 2 x 4 frame rails must start at 14" in front of rear axle centerline and extend to the front of the radiator.
8. All kick up material must be same specifications as the roll cage or frame material.
9. Left and right frame rails (both top and bottom rails) must be equal distance from the driveline centerline in a vertical plane along the total length of frame.
10. The only exceptions will be the lower left rear frame rail, which will be permitted at 4" maximum indent for suspension clearance, and the two upper frame rails in the engine compartment to allow for the clearance of large cylinder heads.
11. Titanium or carbon fiber materials are not permitted on the chassis.

S23. ROLL CAGE

1. The roll cage shall be integral with the frame.
2. All frames built from 2005 on, must have a manufacturer's unique serial number plate prominently attached by welding on the left side front rail cage upright. The letters and or numbers shall not exceed 8 in. number and be 1/2" in height.

3. All cars for 2006 and beyond will be required to have a serial number.
4. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration.
5. Two round horizontal side bars on each side are mandatory.
6. The top side bar must be a maximum of 20" below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required.
7. All roll bar bracing must be a minimum of 1 1/2" diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.
8. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage.
9. Bottom of the rear roll bar must be welded to the 2 x 4 frame (no outriggers).
10. The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rules will govern the width dimension.
11. Only two roll bar diameters will be permitted. Roll bars of 1 3/4" diameter will require a minimum of .095" wall thickness. Roll bars of 1 1/2" diameter will require .120" wall thickness.

S24. RADIATOR

1. Only one (1) radiator permitted and it must be centered squarely, not angled, in front of motor in a vertical position.
2. No plastic or carbon fiber permitted.
3. No auxiliary cooling tanks or catch cans are permitted in driver's compartment.

S25. ENGINE

1. The engine must be centered in the front of the chassis and placed in an upright position.
2. Engine set back, minimum 56", maximum 66" with 1/2" absolute maximum tolerance.
3. Set back will be measured from the center of the front axle to the rear machined bell housing surface of the engine.

S26. TRANSMISSION

1. Approved North American or Canadian manufactured manual shift transmission only.
2. No automatics are permitted!
3. No overdrive or under-drive transmissions are permitted. Input at engine to output at driveshaft must be the same as one to one final ratio.
4. No running through reduction gears. Transmission must be direct drive to rear end at racing speed.
5. Transmission must have forward, neutral, and reverse gear in good working condition.
6. From a neutral position with the motor running, a car must be able to go forward and backward in a smooth manner.
7. Transmission must bolt to the bell housing.
8. The car must start and move under own power.

S27. DRIVELINE

1. No chassis, driveline or suspension components made of carbon fiber are permitted.
2. There will only two universal joints per driveline.
3. A cockpit driveline shield and 2 steel safety rings are mandatory (see safety rules for detailed requirements).

S28. REAR END

1. Competition rears only.
2. No hypoid type rears are permitted. (No 9" Ford type rears allowed)
3. No limited slip type rear ends or hubs are permitted.
4. No lockers or two speed rears are permitted.
5. Rear end must have solid aluminum or steel spool only.
6. No V8 midget rears allowed.
7. No titanium axles.
8. Rear spindles may be steel or aluminum only. Aluminum must be a one-piece tube and spindle with a minimum outside diameter of 2 7/8" and maximum inside diameter of 2 1/2".

9. Live rear ends with aluminum or steel axles are permitted.
10. The rear end or chassis must not be offset more than MINIMUM of 4" MAXIMUM of 8" from center of the inside tire width. This will be measured from the inside of the left rear tire to the inside of the right rear tire, at axle height. See chassis drawing in back of book for front and rear end offset details.

S29. FRONT END

1. The front axle must be straight, one piece steel tubing only with no camber adjustments.
2. No split axle or dropped axle permitted.
3. All brackets on the front axle must be bolted or welded (no bird cages or slides).
4. Modified type front spindles only.
5. It is recommended that bearing shafts be made of steel.
6. Chassis may not be offset any more than 4" from center of inside tire width, measured from the inside of the left front tire to the inside of the right front tire at axle height. See chassis drawing in back of book for front end offset details.
7. Front wheels must be fully exposed. No fenders are permitted.

S30. WHEELBASE AND TREAD

1. Wheelbase: minimum 106", maximum 110".
2. This measurement will be taken from the center of the rear axle to the center of the front axle, for both left and right sides with a maximum tolerance of 1/2".
3. Tread width: front - maximum 86", minimum 74". Rear tread, maximum 86", and a minimum of 80".

S31. CHASSIS GROUND CLEARANCE

1. There must be a minimum of 2 1/2" ground clearance from the chassis or anything attached to it, including any part of the body.
2. No metal, lexan, or rubber air dams, fins, spoilers or skirts are permitted under the car.
3. No ground effects cars are permitted.

S32. SUSPENSION

1. No independent suspensions front or rear.
2. No "A" frames or ball joints may be utilized for steering axis (kingpin only).
3. No four wheel steering permitted that is actuated by steering wheel.
4. Cockpit adjustable brake bias is permitted.
5. Right rear spring rod is a suitable substitute for radius rod with no cockpit adjustment.

S33. SPRINGS

1. Any form will be permitted (torsion bars, coilovers, leaf springs, etc.).
2. No carbon fiber or titanium springs are permitted.

S34. SHOCKS

1. Only one shock per wheel.
2. Shocks may not be externally adjustable.
3. Shocks with Schrader valves are not considered adjustable and are permitted.
4. External reservoirs are not permitted.
5. All shocks used MUST be freely available to all competitors.
6. Failure to easily purchase a type of shock could result in those shocks not being permitted.

S35. INTERNAL COCKPIT MECHANICAL APPROVED ADJUSTERS

1. Pan Hard Bar Adjuster is NOT PERMITTED
2. Brake bias is permitted
3. No hydraulic or electrical adjusters.

S36. BRAKES

1. All cars must have four wheel hydraulic brakes in good working condition.
2. No carbon fiber, carbon, titanium, ceramic or aluminum pads or rotors are permitted.

3. On live rear axles, one inboard and one outboard brake assembly is permitted.
4. Brake tests may be conducted throughout the year.
5. Brake bias may be cockpit adjustable.
6. No manual brake shut off is permitted. Only the right front will be allowed a shut off.

S37. FRONT BUMPER

1. Must be made from round steel tubing only, with a minimum diameter of 1 1/4" by .095 wall.
2. It must consist of two rails, an upper and lower and at least 1 or 2 vertical braces equally spaced. These rails must have four sockets or supports attached to the frame.
3. The four tubes that support the bumper from the four frame sockets must be horizontal.
4. These rails must also be a minimum of 6" apart and a maximum of 12" measured from top to bottom and maintain that measurement for a minimum width of 24" or a maximum width of 30". It must also have an 18" center measured from the ground up to the middle of the bumper.
5. The front bumper may not extend more than 24" in front of front axle center centerline.
6. No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper.
7. The bumper must have all rounded ends and no sharp edges.
8. The end bracing tubes of the bumper must be angled in such a way as to prevent the bumper interlocking with another cars bumper. See drawing in back of book.

S38. REAR BUMPER

1. The rear bumper must be made of round steel tubing, with a minimum diameter of 1 1/2" by .095" wall thickness for main bumper and all bracing.
2. It must consist of two rails, an upper and lower, which must have four sockets and horizontal support bars attaching it to the frame.
3. These rails must also be a minimum of 10" apart and a maximum of 16" measured from top to bottom and maintain that measurement for a minimum width of 64" or a maximum width of 86".
4. The rear bumper or any side bars cannot extend past the outside of tire sidewalls on both sides.
5. It also must have an 18" center measured from the ground up to middle of bumper.
6. The rear bumper may not exceed 52" back of the rear axle centerline.
7. No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper.
8. Bumper must have all rounded ends and no sharp edges.
9. Bumper mandatory to compete in event. (OFFICIALS DISCRETION)

S39. RUB RAILS

1. The rub rails and bracing must be made of round steel tubing, with a minimum diameter of 1 1/2" by .095" wall thickness.
2. Maximum wall thickness must be .095" with no solid bars or ballast added inside.
3. Rub rails must be outside of body panels but may not exceed the outside edge of the tires.
4. The exception is the left rub rail only, which may extend an absolute maximum of 2" outside the left rear tire sidewall.
5. Rub rail ends must be rounded with no sharp edges and bent at a gradual 90 degrees and must protrude a minimum of 6" back in past the body.
6. Rub rails must be a minimum of 50" long, socket to socket.

S40. ALL BUMPERS AND RUB RAILS

1. 5/16" attachment bolts with nyloc nuts or approved quick release solid pins are the only permitted fasteners. NO COTTER PINS!
2. All 3 rub rail sockets must be pinned or bolted.
3. Front and rear rub rails must have a 360 deg. sleeve 3/8" wide x .095" wall mm. welded to the rub rail tube butted up against the support socket to prevent pins from shearing.

S41. FUEL TANK

1. The fuel cell must be fully encased in a steel container with a minimum thickness of 20 gauge. An optional aluminum container may be used with a minimum thickness of .060".

2. The cell must be fully foamed with just a minimal cut-out for filler. Cut-out may be no larger than 6" wide by 10" long by 7" deep.
3. Fuel lines must siphon from the top only.
4. There must be a one-way safety valve in the vent line.
5. Fuel tank must be mounted behind driver.
6. Fuel tank must be secured by at least two steel straps (each strap must be a minimum of 1" wide x 1/4 "thick) and bolted with at least 5/16" diameter grade five (3 line) bolts.
7. Only one SF1 28.1/2 or FT3 fuel cell with a maximum of 24.5 US. Gallons is mandatory (used for gasoline only).
8. Fuel tank height 12" minimum from the ground to the bottom of the tank.
9. Tank must be centered inside of the frame rails and be rectangular or square in shape on all sides for measuring capacity.
10. The capacity will be measured as a maximum of 5660 cubic inches using the formula with all sizes of the metal container measured externally in inches: Length minus 1/2" x width minus 1/2" x depth minus 1/2" = no greater than 5660CI.
11. Tank panels may not be bowed out or bellied to increase capacity. No tolerance.
12. Tanks may not be altered in any way to increase capacity.
13. No large or long fuel lines, oversize filter housings or fuel coolers or other to increase fuel capacity.
14. Cars teched before the event will have the opportunity to correct any fuel capacity infraction, time permitting. Cars found with illegal fuel capacity after an event will be disqualified in that event.
15. Fuel tank must be fully encased in a steel container with a minimum thickness of 20 gauge.
16. An optional aluminum container may be used with a minimum thickness of .060".
17. Fuel tank must be fully foamed with just a minimal cut-out for filler. Cut- out may be no more than 6" wide x 10" long x 7" deep.
18. No fuel lines bigger than #10 are permitted.
19. No auxiliary tanks are permitted.
20. No fuel filters with more than 1/2 quart capacity are permitted.
21. Fuel tank vent line must have an inline one-way valve for the prevention of fuel spillage.
22. Only one carburetor fuel log will be permitted and is limited to a maximum outside diameter of 1".

S43. BALLAST WEIGHT

1. Any ballast weight used must be mounted within the vertical planes formed by the frame rails, must be securely fastened, and must remain stationary while racing.
2. Weight may be added prior to the event or time trial.
3. No weight pack may exceed 75 pounds.
4. All weight packs must have a minimum of two 1/2" securing bolts/studs of grade 5 or higher. These bolts/studs must be securely anchored to the frame by a suitable clamp.
5. No bolts/studs welded to the frame will be permitted. Clamp around weights are permitted.
6. All weights must be painted white and carry the car number in a legible fashion. White duct tape marked with a wide black sharpie is acceptable for a one race grace period.

S44. BATTERY

1. Only one 12V American Passenger Car sized battery is permitted.
2. The battery may be mounted outside the frame rails.
3. The battery voltage must not measure more than 14V. max.
4. NO step up transformer or any other device that increases the voltage will be allowed!
5. REFER TO SAFETY SECTION ABOVE FOR ADDITIONAL REGULATIONS

S45. TRACTION CONTROL

1. All traction control devices utilizing wheel sensors, automated brake controls or any means of measuring ground speed to control wheel spin is prohibited.
2. Adjustable ping control devices, dial chip controls, timing controls, or automated throttle controls are NOT permitted in the cockpit or any other position accessible to the driver.
3. Any remote controlled components inside or outside the cockpit of any competitor's race car are NOT permitted.
4. No data acquisition systems are permitted.

5. Any competitor found with any of the above will be fined, will be disqualified and will be suspended for up to a year.

S46. WHEELS

Aluminum wheels are permitted.

1. No magnesium or carbon fiber permitted.
2. Bleed-off valves are permitted.
3. Rim width restricted to 14" maximum.
4. This is measured from inside of left bead to inside of right bead on the wheel. Wheel diameter limited to 15" only.
5. Beadlocks are permitted.
6. Beadlocks may be outside only.

S47. WHEEL COVERS

1. Wheel covers held on by dzus buttons or similar type fasteners will not be permitted.
2. Wheel covers that are bolted to the beadlock or are part of the beadlock will be permitted.
3. Foam inserts will be permitted.

S48. TIRES & GEAR RULE

MOD. STYLE – Compound DIRT HARD ONLY!

1. Only Hoosier Racing Tires will be permitted 92" inch maximum CIR. size.
2. No drag rubber.
3. Minimum Right Rear Tire pressure 10 PSI.
4. No tire softener or liquids of any kind will be permitted on the inside or outside of tires.
5. Heating of tires by torch, blankets, or exhaust system is not permitted.
6. No type of inner liner is permitted.
7. No defacing or re-facing of any sidewall lettering on tires is permitted.
8. Only Hoosier Racing Tires will be permitted in any OCFS events. Hoosier (the tire manufacturer) will mark/stamp/brand all legal tires with specified compound and/or other specific designations as listed below:
9. D300 (DIRT Soft-Left Front Only)
10. D400 (DIRT Hard-Right Front & Left Rear, Right Rear)
11. D500 (DIRT X-TRA Hard-Only allowed on Right Rear – in races exceeding 50 laps or more)

Tire Size and Compound Designation:

12. Front - 11/82-15
13. Front - 13/82-15
14. Rear - 13/87-15
15. Rear – 13/89 - 15
16. Rear - 13/92-15

S48A. GEAR RULE

487 RATIO MAXIMUM

S49. MINIMUM WEIGHTS

1. Cars will be weighed with driver seated in car.
2. The minimum weight permitted before and after an event or time trial will be as measured by the track scales in the unit of track scale pounds (tsp).
3. Tracks scales are the official scales. All cars found light before an event or time trial will be permitted to add weight, time permitting. The number of top finishing cars to be weighed after on event will be announced at the drivers meeting or on the one-way radio. Those cars must be weighed before going to their pit or winners circle.
4. A car not presented for weighing directly after an event will be deemed to be light and will be disqualified.
5. Cars found light after a heat race, consolation or time trial, will be disqualified. After a feature event, cars that are light at the scale will be disqualified.
6. Track scale weights will be final.
7. Sportsman 2350 MIN!! TSP.

The Sportsman Engine Only GM 602 Crate Engine

S50 SPECIFICATIONS

1. GM Crate engine part #88958602 is THE ONLY APPROVED ENGINE.
2. Crate engine MUST remain as manufactured by GM. Must maintain stock 4" bore.
3. No overbore allowed. Sleeve repair will be allowed with permission from O.C.F.S.
4. Crate engine distributors MUST remain stock as supplied by GM (unaltered in any way).
5. Engines may not have GM factory seals tampered with. Anyone found tampering with a crate engine is subject to suspension and/or expulsion from O.C.F.S. plus loss of all points to date!
6. Only GM replacement valve springs may be used - GM part#10212811.
- 6a. 1.5 OEM ROCKER ARMS ONLY.
7. GM Crate Repairs must be authorized by O.C.F.S. Crate Repair procedure works as follows:
 - a. Contact your track promoter or O.C.F.S. Chief Technical Inspector. Technical Inspector will authorize a repair location and instruct driver/owner where to take the engine for an estimate.
 - b. Based on the nature and the price of repair, O.C.F.S. will determine if repairs can be made or if a new engine must be purchased.
 - c. If okay to repair, O.C.F.S. Chief Technical Inspector will inspect the engine and work with engine repair shop throughout repair work.
 - d. O.C.F.S. tech inspector will seal engine upon completion of the work.
 - e. O.C.F.S. Management reserves the right to tech, exchange or confiscate a crate engine at any time to ensure its legality. Failure to surrender the engine or submit for inspection equals disqualification from the event and an automatic O.C.F.S. suspension with duration to be determined.

S50A. FUEL PUMPS

1. Must remain in and be driven as stock OEM equipment.
2. No electric fuel pumps are allowed.

S50B. CARBURETOR

1. 650 cfm Holley ONLY! Part numbers 4777 and 80777 are permitted. Holley HP 650 cfm Carburetor ultra light is legal! Part number 0-80802 Holley HP part number 80541-1 also permitted.
2. A 1-1/8" (including gaskets) Square (NO TAPER) unaltered single-hole carb spacer plate is allowed.
 - a. Carburetor must maintain stack venturi and throttle bore dimensions primary venturi
 - b. Booster height must remain stock.
 - c. Go/no-go gauge measurements valid on hot or cold carburetor.
 - d. Carburetor maximum height measured from bottom of carburetor base to machined horizontal gasket surface of block will be 7" in both front and rear of block.
 - e. Carburetor modifications permitted are listed below. Any other modification not mentioned is not legal.
 - Holes drilled in the throttle plates for proper idling.
 - Drilling, tapping and plugging of unused vacuum ports.
 - Welding of throttle shaft to linkage arm.
 - Drilling of idle or high-speed air correction jets.
 - Milling of center carburetor body metering block surface maximum of .015" on each side.
 - Removal of choke plate and shaft.
 - The Jets may be' changed as needed.
3. Double return springs required.
4. Conventional round type air cleaners only.
5. Air cleaners that provide ventilation through the top cover (such as the K & N brand) are permitted.
6. No air induction plastic carburetor inserts or other devices to direct air into intake.
7. No air diffusers are allowed.
8. 5A Mechanical throttle linkage is mandatory! NO CABLES!

S50C. IGNITION

1. Stock OEM (Original Equipment Manufactured) distributors only. Advanced curve must not be altered from O.E.M.
2. No trigger ignition.
3. On H.E.I. ignition systems, the coils must be OEM and remain in the distributor.
- 3a. OEM black distributor cap and OEM white rotor.
4. Only one 12-volt battery permitted, which may not measure more than 14V.
5. No step up transformer or any other device that increases the voltage will be allowed.
6. Alternator output will be tested running. It will not exceed 14.3-volt output.
7. OEM firing order must be retained. Chevy 18436572.
8. No traction control devices are permitted. No form of braking devices that controls traction.

S50D. LUBRICATION SYSTEM

1. No dry sump system is permitted.
2. Oil must be in a steel pan only.
3. External oil pumps or Accu-sumps are prohibited.
4. No form of engine evacuation system by internal or external driven pumps or by connection between exhaust system and valve covers, intake manifold or oil pan is permitted.
5. Oil coolers are permitted providing they are mounted under the hood or the left side wing. If under the wing a shield or scoop must be made for driver protection.

S50E. WATER PUMP

1. Must be cast iron OR aluminum only.
2. Radiator fan must be steel or aluminum only.
3. No electric cooling fans or pumps.

S50F. FUEL

1. 1.VP Race Gas track fuel ONLY! or commercially available pump gas may be used. NO MIXING!
 - 1a. Absolutely NO CHP or CHP+ fuel allowed.
 2. No nitrous or any other additives are permitted.
 3. All fuels are subject to random testing at each track.
 4. No form of fuel cooling allowed!

S50G. EXHAUST AND MUFFLERS 602 CRATE

1. Schoenfeld Spec Header Part #'s: 1122BCM2, 1122BU2M2
 - 1a. BEYEA Part #'S: NEDM602-DL, NEDMUS602-DL
2. No Tri-Y headers, ceramic coatings, wrappings or stainless steel exhaust components.
3. No merge collectors.
4. Sportsman Mufflers: Dynomax part #'s 17223 and 17296 or Extreme Mufflers part #'s 31530 and 31230.
5. Header collector extension pipe and tall pipe must not be inserted past the muffler inlet or outlet flange.
6. Each car must have one unaltered muffler per bank. No sleeving of muffler.
7. Mounting position front to back will be optional however the exhaust must exit past the driver.
8. Each muffler must have a tall pipe no less than 10" long measured off the back of the muffler and must direct the exhaust to the rear of the car only so as to disturb as little dust as possible.
9. No exhaust pipe may face outside the car.
10. No cross over pipes are permitted connecting the two banks of cylinders.
11. All exhaust must be securely mounted to car and tech Inspector will have final say on mounting.
12. Henry Exhaust is legal Part #DMMS3 & DMMS4. Must have Schoenfeld Headers.

S50H. CLAIMER

A claimer rule will be in effect for this year's race season at OCFS. Listed here are the specifics:

1. Track officials have the right to turn down a claim should it decide that the claim is harassment or in their opinion could be problematic.

2. A written note must be given to the pit steward no later than 10 minutes after the checker flag drops in the feature event along with the sum of \$3800 in CASH ONLY!
3. The track or the owner/driver of the car will not be responsible for the legality of the claimed engine that night or in the future should anyone decide to pull the engine apart.
4. The claim can only be done after a feature event by the driver and can only claim a car that finished ahead of him/her.
5. The sum of \$3800 must be collected from the driver only, cannot be collected by a group.
6. If claim is approved by track officials, the claimed car will be brought into compound in which the protester will be responsible for any payment to the tow truck operator for removal of said engine. Maximum Tow Truck fee \$100.00.
7. The owner of the claimed engine has the right to remove all accessories that does not come with the engine when purchased from GM.
8. Should the owner/driver of the claimed engine try in any way to tamper with or over rev the engine in the process, they will be disqualified for the night and risk the possibility of a heavy fine.
9. It will be the protesters responsibility to supply 2 (two) drilled intake manifold bolts in order for the officials to seal the engine.
10. This engine will be documented with serial number, car owner/driver, car manufacturer number and color for future reference.
11. A driver may only make 1 (one) claim per year. Any driver that refuses a claim, will not be permitted to race at OCFS.

NOTE: This is an attempt to keep everyone fair. OCFS hopes to get the cooperation of all racers, however should things go in an adverse direction, track officials have the right to omit this rule in 1 (one) weeks notice.