

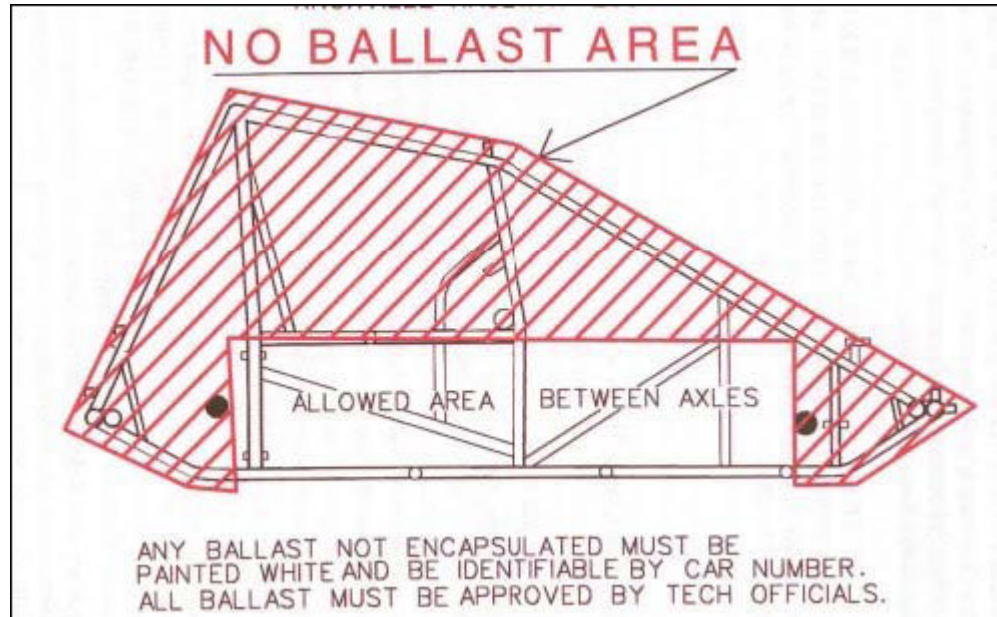
2010 ALBERTA SPORTSMAN SPRINTS RULES

Northern Sportsman Sprints Southern Sportsman Sprints (RMRP-BCR)

Revised January 11, 2010

1. **ROLL CAGE** – Roll cage must be constructed from 4130 condition N seamless steel tubing, top rails min. 1.5” outside diameter x .095” wall. Bottom rails 1.5” outside diameter x .083” wall or 1.375” outside diameter x .095” wall, upper rails and uprights 1.375” outside diameter x .083” wall. Side and Halo bars recommended. Required rear end protection bar under rear of seat.
2. **FRAMES & COMPONENTS** – No aluminum frames, 4130 construction only. No titanium products, parts or components allowed anywhere on the race car. No gun-drilled, tubular or hollow bolts or studs allowed anywhere on car. Minimum wheelbase of 84 inches.
3. **STEERING WHEEL** – Steering wheel must be quick disconnect (no pip pins).
4. **KNEE GUARDS** – Knee guards are required.
5. **SEAT** – Seat must be aluminum high back seat. The Hans or equivalent device is recommended.
6. **BUMPERS** – Steel rear bumpers and nerf bars (rub rails) are mandatory.
7. **SAFETY** – A five or six point SFI 16.1 competition shoulder harness with lap belt and sub-strap mandatory. Arm restraints are highly recommended. Seat belts recommended being not more than one year old, must be dated within two years. Fire retardant gloves, shoes, socks and hood are mandatory. Fire retardant underwear is mandatory if using SFI spec 3.2 A-1 suit Recommended 3 layer SFI rated suit. No single layer suit. Helmets are required and must be Snell full face SA2000 or SA2005. Helmet must be worn at all times that the car is on track and must accompany the vehicle at time of inspection. Roll cage net on right side mandatory, unless full containment seat is in place. Rock screen recommended. Drive shaft must be fully enclosed by torque tube. Safety hoop must be attached to the chassis below the forward edge of the seat around the torque tube. Drag link tether strap required.
8. **ELECTRONICS** –Memory Tachometer, Race Transponder, Raceiver radio and video camera are the only electronics devices allowed on the car.
9. **MIRRORS** – No mirrors allowed.
10. **FUEL SYSTEM** – (A) A racing fuel cell with bladder is required. Check valve required. Fuel shut off valve recommended at fuel cell outlet.(B) Alcohol or ethanol. No gasoline allowed.
11. **MUFFLERS** –Mufflers are required at RMRP (Rocky Mountain Raceway Park) maximum 95 DBA at 100 ft. Mufflers are required at Castrol Raceway, maximum 100 DBA at 100 ft. Open headers at BCR.
12. **WEIGHT JACKS** – No in-cockpit adjustable torsion bars or weight jackers allowed.
13. **WEIGHT** –Weight Rule: Weight rule is 1600 lbs., including the driver, at the conclusion of the race. Any bolt-on weight must be painted white and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from the event. Bolt-on weight can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. It must not be moved or removed

during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration)



14. **TIRES AND WHEELS** – (A) Tires – Right rear is to be American Racer D3B **only at RMRP and BCR**. (B) Right rear is to be any brand with a durameter reading of 40 and higher and maximum of 18” tread width **Northern**. All other tires may be of any brand (Goodyear, Hoosier, American Racer, etc). (C) Wheels – No plastic or carbon fiber wheels, bead locks are mandatory on RR outboard minimum.

15. **SUSPENSION** – No cockpit adjustable shock absorbers allowed.

16. **BRAKES** – Minimum LF and rear inboard workable brakes. No carbon fibre brake components allowed.

17. **BODIES** – Must be of “sprint car” design. Full-length hood is recommended. No carbon fibre body panels allowed.

18. **DRIVELINE** – In - out box, slider driveline, shifter rear end or Bert Sprint transmission required or approved driveline.

19. **WINGS**

* NOTE: NO COCKPIT ADJUSTABLE WING SLIDERS

1(Southern)A. Top wing mandatory, maximum of 25 square feet. Maximum center foil width 60 inches. The deepest point allowed in the top surface of the wing will be 2 ½ inches. No Wicker Bills or Gurney Lips allowed on center foil. The 12 inch section located at the rear of the center foil must not have the belly/curl arc out of proportion with the rest of the center foil. Belly/curl arc must span the entire length of the center foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. The belly/curl arc must start at the center foil’s leading edge and shall not exceed a depth of 2 ½ inches. Top surface of the wing measuring crosswise must be flat.

B. The side panel maximum is 72” long by 30” wide. Side panels attached to the wing must be fabricated flat at 90 degrees, as to

have no turnouts or flaps made of more than two inches of material on the front or rear panel and no more than 1 ¼ inches on the top or bottom sideboard. All top and front wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar materials may be used in the basic framework (center foil and side panel) of the wing.

C. Center foil must be one piece. No split wings or bi-wings. Top wings must not extend beyond outside of rear tires.

D. Nose wing optional, if used maximum (6) square feet. No Wicker Bills or Gurney Lips allowed on center foil. The front wing may not be cockpit or driver adjustable.

E. Wing caps, plastic or carbon fiber allowed.

2(Northern)A. Top wing allowed (16 square feet center section and maximum 18 inch sideboards. Maximum width of top wing is 60". The maximum length of the sideboards cannot exceed 60 inches; sideboards must cover main wing section and be at a 90 degree angle to the wing body. No angle bracing or material to exceed 1 ¼ inch from the flat part of the side panel. No in-board adjustment devices allowed. No two piece wings allowed. No add-ons of any kind.)

3 Either wing may be installed for the Southern races

20. ENGINE – No turbo or superchargers allowed. Any General Motors, Ford, or Chrysler steel block push rod V-8 automotive engine.

a. **BLOCK, CRANKSHAFT and RODS** – Engine must have a stock steel OEM block, Dart #31161111, World #084010, GMC #10066034 or GMC #12480047 no lightening anywhere on the block. General Motors and Ford limited to maximum displacement of 360 CID + or -1%.

Chrysler limited to maximum of 364 CID. Maximum bore allowed is 0.060" over stock. Crankshaft and connecting rods must be steel. Stock type after-market crankshafts are allowed. No modifications to crankshaft counterweights allowed except for balancing purposes. **(No knife edging)**. No titanium components allowed anywhere in the engine.

b. **CYLINDER HEADS** – Cast iron cylinder heads only. No billet heads. No CNC porting. All cylinder heads and valve angles must remain within 1 degree of the original manufacturing (example: Chevy valve angle is 23 degrees, no other than 23 degree valve angle heads are allowed for Chevy motors). After-market heads allowed. Angle milling prohibited. Heads limited to two valve per cylinder in stock OEM location only, 11/32" valve stem minimum diameter. **Steel valve spring retainers and locks only**. Must retain stock spark plug location. Guide plates and screw-in studs permitted. **Must use only spec Comp Cams #982 single valve springs**. This spring forces you to use approximately .500" camshaft lift which is one of the important ways of limiting these engines, otherwise you will get into coil bind. Valve spring dampers not permitted. Roller rockers permitted but no shaft style rockers allowed, except one single shaft per head on Chrysler only. Hydraulic or mechanical flat tappet camshaft allowed. No roller cams and no rev kits allowed. Original manufacturers stock lifter diameter. No mushroom or Schubeck style lifters allowed.

c. **FUEL INJECTION** – Mechanical fuel injection systems must be configured of one individual stack per cylinder with a maximum of 8 injector nozzles of 3 ½” maximum length. No nozzles permitted in the heads. Injector stack must measure 1 7/8” ID or less. Larger injectors must use stack sleeved down to 1 7/8” with a minimum of 3 inches restriction length. No rotary injection system. Carburetors allowed, 750 cfm maximum. No intake port spacers allowed. No electronic fuel injection allowed. No electronic TPS or actuators allowed.

d. **OILING SYSTEM** – Only wet sump-oiling systems allowed. A minimum one-inch pipe plug must be installed in the left side of the oil pan for crankshaft inspection. Accumulators are optional. No external oil pumps allowed. No vacuum pumps allowed. No pan-evac system. No dry sump-oiling systems allowed.

e. **IGNITION SYSTEM** – Only Vertex, Mallory, or comparable magnetos permitted. No MSD magnetos allowed. No MSD or electronic ignition allowed.

f. **FUEL** – Only methanol or ethanol fuel can be used. No gasoline or nitrous. No fuel enhancement allowed.

SPORTSMAN SPRINTS
SELF TECH CHECK SHEET

1. Crotch strap installation should go to seat bar not seat
2. Seat belt installation, condition and dates
3. Shoulder harness mounted to frame tube just below opening where they pass though the seat
4. Roll bar padding over head and side on safety bars
5. Seat installation and condition of seat, cracks? Holes?
 - a. 2 bolts in top of seat with fender washers
 - b. 2 bolts in bottom of seat with fender washers
four total minimum
6. Rear end protection bar under rear seat recommended
7. Driveline safety hoop
8. Drag link safety strap
9. Wing mounts and tabs, check for cracks
10. Chassis, check for cracks
11. Axles, front and rear, check for cracks
12. Hubs and wheels, check for cracks
13. Switches and valves, clearly marked on / off
14. Fuel valve shut off easily accessible from all sides of the car
15. Condition and routing of fuel lines
16. Condition of brakes, pads, calipers and lines
17. Mounting of mufflers
18. Tire condition
19. Nerf bars and bumpers
20. Helmet rating
21. Fire suit, gloves, shoes, neck brace and arm restraints
22. Fuel cell conditions, roll over valve
23. Fuel, oil or coolant leaks

