



2022 CRATE SPORTSMAN RULES

Rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES and REGULATIONS. They are a guide and are in no way a guarantee against injury or death to a participant, spectator, or official. Harris Speedway retains the right to make all decisions and reserves the right to make any rule changes/amendments with dispute or appeal.

ALL VEHICLES, COMPETITORS, AND TEAMS SUBJECT TO HARRIS GENERAL RULES AVAILABLE AT THIS LINK:

www.harrisspeedway.com

Unless otherwise stated or approved by in this rulebook and/or Harris Speedway official, the expectation is STOCK!

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1. BODY

- 1.1 - The objective is to keep the cars looking similar and as close to stock as possible. Though they may not be protested the bodies may be observed, measured, etc. If track officials do not like it, you will be asked to change it, add weight or anything the officials seem fit but not limited to being told you can't race.
- 1.2 - No exposed bars allowed.
- 1.3 - Body must sit on frame in OEM position.
- 1.4 - Aftermarket (track approved) dirt bodies allowed.
- 1.5 - All bodies should carry original body lines (ARbodies OK)

2. WHEELBASE:

- 1.1 - Stock wheel base for chassis being ran.
- 1.2 - ANY CHASSIS WITH A WHEEL BASE SHORTER THAN 108" WILL NOT BE ALLOWED
- 1.3 - NO jeeps or station wagons.

3. NOSE:

- 1.1 - Rubber nose is permissible
- 1.2 - Nose must match tailpiece. (If you have a Camaro nose, you must run a Camaro tail piece, Monte Carlo, Nova Charger etc.)
- 1.3 - No Exotic or late model style noses, or elephant ears allowed.

4. TAILPIECE:

- 1.1 - Must run FULL tailpiece rear of car.
- 1.2 - Tailpiece must match "model" of nose. (M.C tail=M.C.nose) (Camaro tail = Camaro nose)
- 1.3 - Bumper Cover cannot be made of sheet metal.

5. COCKPIT:

- 1.1 - Must run complete, enclosed cockpit.
- 1.2 - You must have a steel floor pan under driver.
- 1.3 - Front firewall location may be moved for engine clearance.

6. SPOILER:

Height (Maximum 6"). Side spoilers (6" x 12"). You may have one 4" spoiler inside car.

WEIGHT:

All vehicles must weigh 3100 lbs. 25 lb. weight break for SFI/FIA approved fire

suppression system. 25 lb. weight break for SFI/FIA certified full containment seat. 25 lb. weight for SFI certified head and neck restraint. Total weight break allowed for all 3 safety items = 75lbs.

7. CHASSIS & SUSPENSION:

1.1 - Front Suspension components must remain stock or stock type for type of chassis running, unless otherwise stated. This includes draglinks, tie rods, spindles etc.

1.2 - All Johnson Chassis cars or cars utilizing Johnson Chassis components must sit at least 7.5 inches above ground level at all points (with the driver in the car).

1.3 - Steering - stock type - Quickeners OK.

1.4 - Front spring spacers OK.

1.5 - NO front screw jacks allowed. Only OEM rear trailing arms allowed.

1.6 - Rear springjack bolts OK.

1.7 - Rear spring buckets Ok. (Rear Jack Bolt Buckets can be NO taller than 6 inches)

1.8 - Springs may be changed (stock location).

1.9 - Racing springs OK (No stack springs).

2.0 - 1 spring per wheel allowed.

2.1 - A-Frames - Upper control arms may be tubular steel or modified OEM.

2.1.1 - Longer GM stock type Ball joints OK on upper only (No Screw in ball joints).

2.1.2 - Lower control arm must be OEM for frame used, must remain unaltered in stock position.

2.1.3 - Stock type replacement ball joints only. (NO long ball joint may be used on lower) (NO Screw-In ball joints Allowed).

2.3 - No mono-balls allowed.

2.4 - You must run rubber bushings only.

8. SHOCKS:

1.1 - FRONT - Bilstein AK1043 & AFCO 72-1-3-8 (Front shock can only be raised 3" or lowered 2" and must use lower stock mounting points).

1.2 - REAR - Bilstein SSR1 & AFCO 79-9-4-4 (may move rear shocks). No bump stops allowed on ANY shocks. (Unibody cars will need to make brackets with a stud to allow SSR1 shocks to mount up)

1.3 - Engine setback - #1 plug even with center top ball joint.

1.4 - Framework may be reinforced.

1.5 - Tubing may run from front most rear spring mounting points (at intersection of frame and rear portion of the unibody) to the first turn-up of the front frame rail only.

1.6 - Mounting points for front frame rails must remain bolted in position.

1.7 - Frame may be X braced.

1.8 - Rusted out portions of floor pan may be patched.

1.9 - All suspension points must be in stock location. (Shock mounting points may be reinforced.)

2.0 - JOHNSON RACING X.Y.G Metric CHASSIS is the ONLY aftermarket

chassis allowed (johnsonchassis.com)

2.1 - Johnson SECA or Crate Racin USA X.Y.G TUBULAR FRAMES ALLOWED.

2.2 - ALL TUBULAR FRAMES WILL BE SERIAL NUMBERED. (ANY TUBULAR FRAME WITHOUT THE SECA OR CRATE RACIN SERIAL NUMBERS WILL BE CONSIDERED ILLEGAL)

2.3 - ANY Johnson FRAME OR REPAIRED CLIP FOUND ALTERED COULD RESULT IN SEVERE FINES AND SUSPENSIONS FOR THE RACER

2.4 - Stock Metric frames have the option to be repaired with SECA or Crate Racin USA tubular front and/or rear clip.

2.5 - Front and Rear Clips will also have SECA or Crate Racin USA serial numbers.

2.6 - Stock Metric frames may run the following Johnson parts: Left Upper A Frame (JCI-09-02- 003R), Right Upper A Frame (JCI-09-02-003L), Left Lower A Frame (JCI-09-02-01RC-L SP), Right Lower A Frame (JCI-09-02-01RC-R-SP), Rear Upper Trailing Arm (JCI-09-03- 04B), & Rear Lower Trailing Arm (JCI-09-03-03B).

9. ENGINES:

1.1 - GM crate motor only. Part #88958602 (350 stock circle track engine-88958602)

1.2 - May rebuild, must use GM parts as set forth by GM. Any HEI distributor - Can be locked out. Vacuum optional. (May use any stock or any replacement cap, any rotor button)

1.3 - May run a MSD,DUI etc HEI module. (No Magnetos, Crank Trigger Systems, or Ignition Boxes)

10. CARBURETOR:

1.1 - Box stock 650 Holley #4777.

1.2 - May remove choke flap only.

1.3 - No four corner idle screws.

1.4 - You may drill holes through butterfly. (May change jets, power valve, plastic secondary squitter arm replacement OK)

1.5 - You must run a 1" open spacer.

1.6 - Spacer cannot be tapered, radiused or beveled. Inside walls must be flat. Please use Allstar Performance 25981 for a reference of what an open spacer is.

1.7 - NO cold air boxes, (No metal or plastic allowed under the breather/and or carburetor). This includes any metal or plastic that may direct air), may cut hole in hood for air cleaner with max. 4 1/2" tall scoop or air deflector.

1.8 - Scoop may be no more than 4" wider than air cleaner.

1.9 - Spacer from Air Cleaner seal surface on Carburetor to base of Air Cleaner seal allowed, with max length of 4 inches.

11. EXHAUST SYSTEM:

1.1 - Schoenfeld #186 & #186CM ONLY (There are multiple #186 headers, these are the only two that measure as follows 1 3/4 Tube Diameter. 3 1/2 collector diameter x 8 collector length)

- 1.2 - No "X" or merge type pipes allowed.
- 1.3 - Maximum of 12" pipe ONLY (measured from end of collector), has to be the same diameter of collector.
- 1.4 - No additional pipe/tube/obstructions etc. can be used to extend or create an extension of the exhaust or to create more back pressure. (ex. leaving a gap and mounting or hanging another pipe)
- 1.5 - No electric radiator cooling fans.
- 1.6 - No mufflers allowed (unless track has mandatory requirements)
- 1.7 - Aftermarket pulley system & belts OK
- 1.8 - Any plugs and plug wires OK
- 1.9 - No electric water pumps

12. FUEL & FUEL SYSTEM:

- 1.1 - Track Fuel Only
- 1.2 - Fuel Pump (stock type, mechanical only).
- 1.3 - Fuel cell is mandatory

13. DRIVELINE:

- 1.1 - Single disc, stock or stock equivalent clutch or replacement clutch only.
- 1.2 - Clutch must have solid lining only.
- 1.3 - You must have spring(s) in clutch.
- 1.4 - Pressure plate must be stock or stock replacement only (steel only). Hydraulic throw out bearing ok. Pressure plate must weigh a minimum of 12 lbs. (This is to be weighed alone) If it is determined that you have modified, or altered the pressure plate, IT IS WRONG)
- 1.5 - Flywheel- GM P/N 14088646 or aftermarket equivalent. 12.75" diameter. 14 lb. Min. weight. Scatter shield or 3/16" plate around flywheel area-MANDATORY

14. TRANSMISSION:

- 1.1 - GM Saginaw or Muncie manual transmission 3 speed only.
- 1.2 - ALL working gears forward & reverse.
- 1.3 - All forward gears must be helical cut teeth.
- 1.4 - You may run 350 or 400 turbo automatic with OEM working torque converter.
- 1.5 - Flex plate must be GM #14088765 or GM #14088761.
- 1.6 - No powerglides.
- 1.7 - Transmission internal parts can NOT be polished, coated, or lightened.

15. DRIVE SHAFT: Steel only (1 1/2" min. diameter)

16. REAR END:

- 1.1 - Stock factory or 9" Ford
- 1.2 - Any ratio OK
- 1.3 - Posi-traction or locked OK

- 1.4 - Floater OK
- 1.5 - 9" Ford mounting points must be stock type with NO adjustability. 4 1/2" max - 3 1/2" min from center of the axle tube to center of trailing arm bolt. (ANY ADDITIONAL HOLES MUST BE REMOVED)
- 1.6 - Gun drilled axles OK,
- 1.7 - Any gear OK.
- 1.8 - Polished & lightened ok
- 1.9 - No titanium.

17. REAR TRAILING ARMS:

Lower (OEM rear trailing arms only - must remain stock), Upper (May change length or relocate bolt hole for pinion angle), Left & Right Lower & Upper Trailing Arms must be same length.

18. BRAKES:

- 1.1 - Stock type (4 wheel disc OK).
- 1.2 - No aftermarket or aluminum and they must have operational 4 -wheel braking system. (No functional/non-functional brake cutoff allowed).
- 1.3 - NO Scalloped Rotors. Drilled Rotors, Racing Pedals, Adjusters, & Dual master Cylinders are OK.

19. TIRES & WHEELS:

- 1.1 - 8" steel wheels and 8" Hoosier H500 ONLY
- 1.2 - Large wheel studs and Bead locks OK

PROTEST & CLAIM ITEMS

CLAIM (*main event only*)

-Drivers finishing inside Top 5 can claim from another driver in Top 5

Front Shock (\$200 EACH) – Rear Shock (\$200 EACH) – Transmission (\$500)

– Carburetor (\$500) – Distributor (\$200)

-Claim cost may change due to price changes from manufacturer. Any parts being claimed will be inspected as follows: Carburetor (Check Part # Only), Transmission (Checked For 3 Working Forward Gears & Reverse), Shocks (Visual Inspection For Part # Only), and Distributor (pulled out and handed over, there is no inspection, claim is sold as is and includes distributor, cap, rotor, and module. If claimed is refused or part is visually wrong based on above, driver (illegal parts or claim refusal) is disqualified with no event points or winnings.

PROTEST

-Items not covered below are considered track protest items and therefore track protest rules apply. Complete engine teardown: \$1000 (\$400 acceptance fee) - Engine will be

impounded and checked by certified builder (\$200 to the builder, \$200 to the track, & \$1000 to the winner of the protest). Clutch Assembly Protest including clutch disk, pressure plate & flywheel (\$200 - Track retains \$100). Tire -Protest Fee (\$125.00 - \$125 acceptance fee). Fuel Protest Fee (\$50.00). Track protest process may apply.

Looking for small or unimportant errors or faults will not be tolerated or allowed. We are aware that this rule book may not cover every situation or issue.

Officials have final say on ALL protested or claimed item issues.

**ANY ITEM(S) NOT SPECIFIED ABOVE MUST BE APPROVED BEFORE HAND OR IT IS NOT LEGAL!
DISCLOSURE STATEMENT: YOU ARE ENTERING INTO A LEGAL AGREEMENT BY COMPETING IN ANY HARRIS SPEEDWAY EVENT. IN THE CONTINUED INTEREST OF SAFETY AND COMPETITION, HARRIS SPEEDWAY RESERVES THE RIGHT TO ADJUST/AMEND ANY RULE AT ANY TIME.**