



Penn Can Speedway
Crate 602 Sportsman Rules

Engine Rules:

- GM Crate 602 engines only. Engines must remain in stock condition. All internal parts must remain stock. No aftermarket parts permitted. Track officials have the right to perform any tests including but not specific to rocker arms, pushrod and valve spring inspection, tests of cubic inch, compression ratio and Cam Doctor. Any engine competing at Penn Can Speedway is subject to further testing and confiscation by track officials.

Carburetor/Fuel Delivery System:

Carburetors must be 650, 650 HP only. All carburetors must pass go/no go gauges (please contact the tech inspection team if you are unsure).

- Must be of Holley design: no billet center sections (billet base plate permitted). Metering blocks and bowls must be of stock appearing design.
- Booster height must remain stock; no cutting or polishing. 650-cfm carburetors must have straight-leg boosters. One-inch carburetor spacer (maximum open hole). No divider or cutting marks.
- Drilling holes in throttle plates for proper idling permitted.
- Plugging vacuum ports permitted.
- Welding throttle shaft to linkage arm and drilling of idle or high-speed air correction jets is permitted.
- Only two (2) standard thickness carb gaskets permitted.
- Must run stock mechanical type fuel pump bolted to the engine, driven by the camshaft via a pushrod. No electric fuel pumps of any kind.

Distributor:

- Distributor must be stock-appearing. The distributor may be locked out but CAN NOT be welded. A lock-out plate that screws in and locks the advance out must be utilized. Must have stock appearing module and coil.

Spacing

- 1 base gasket open center
- 1 carb spacer fully open center
- 1 carb gasket open center

Rev Box:

- All cars are required to utilize the MSD Digital Rev Box No. 8727 CT. All wires must be visible. No cutting of any wires permitted. Ground wire MUST be grounded to the intake only with nothing else attached. There is a spud on the left side of the intake between the carburetor and distributor for this purpose.

- A maximum RPM of 6,200 permitted. All boxes are subject for confiscation for further testing. Rev box must be mounted outside the reach of the driver in the engine compartment. Rev box RPM must be visible to the officials without removing the hood and/or panels. A small hole/opening is acceptable.

In-Cockpit Adjustments:

Brake bias permitted. Right-front shutoff permitted (only).

Body Rules:

- Door heights are as follows: maximum height of 41 inches on the left side and 40 inches on the right when measured 60 inches forward from the centerline of the rear axle.

Left-Side Measurement Points:

- 16 inches forward from centerline of rear axle: 45 inches maximum, 37 inches minimum
- 60 inches forward from centerline of rear axle: 41 inches maximum, 36 inches minimum

Right-Side Measurement Points:

- 16 inches forward from centerline of rear axle: 44 inches maximum, 36 inches minimum
- 60 inches forward from centerline of rear axle: 40 inches maximum, 35 inches minimum
- There cannot be more than a one-inch difference from left door to right door in split when measured from the ground.

The maximum combined length of door and quarter together, front to back, is as follows:

- Left Side: 11 feet, 4.5 inches on the top of the combined door/quarter; 11 feet, 5 inches on the bottom of the combined door/quarter
- Right Side: 11 feet, three inches on both the top and bottom of the combined door/quarter
- Rear spoiler rule maximum height: 50 inches – must be even from left to right. Minimum ground clearance of 6 inches in door skirting and 8-inch minimum for rear quarter-panel skirting.
- Maximum body width, when measured at any point along the body line from front-to-back will be a maximum of 68 inches and minimum of 64 inches.
- Aluminum surrounding fuel cell is optional

All other measurements are to mirror the standard for Northeast dirt Modified racing. Officials have final decision on any discrepancies.

- Single or double rubrails permitted on either side.

Water Pump:

Any mechanical water pump – steel or aluminum – is allowed. Must be driven by the front-drive belt system. Electric water pumps are prohibited.

Headers and Exhaust:

All headers permitted with the exception of stainless. 3 Inch exhaust only, no stainless. Evacuation systems and vacuum pumps are prohibited.

Oiling System:

Oil coolers are permitted. No external oil pump systems. Oil coolers can be mounted under or in front of the radiator or under the left-side wing area, no further back than the rubrail.

Fan:

No electric fans. Plastic, steel or aluminum fans are permitted.

Rear-End/Driveline:

No locker rear ends of any kind. Rears may be 8 or 10 inch ring-and-pinion. No midget rearends. Steel yokes only. Steel driveshafts only. No titanium driveshafts, jackshafts, axles or driveline components. No titanium rotors or bolts of any kind.

- Traction control devices/systems of any kind are PROHIBITED.
- Titanium is PROHIBITED anywhere on the car.

Fuel:

VP Fuels is the official fuel of Penn Can Speedway. VP Fuels Only. NO OXYGENATED FUELS. Fuel is subject to testing by Penn Can Speedway at any time.

Wheels:

Steel or aluminum wheels are permitted. No titanium bolts are to be used for bead-locks or bolting together a wheel.

Tires:

American Racer is the exclusive tire of Penn Can Speedway. Official tires will be:

Left Front: 33 or harder

Right Front: 33 or harder

Left Rear: 44 or harder

Right Rear: 48 or harder

Minimum Weight:

All cars must weigh 2,400 lbs., post-race, with driver in car. Track scale pounds.

Ballast Weight:

All lead ballast weight must be mounted between the frame rails using proper clamps with one (1) grade-8 bolt required for every 10 lbs. of lead being held. All lead should be painted white with and labeled with car number. No filling rubrails or body mounts with lead or other type of material. Weight is not permitted in axle tubes. No steel axle tubes.

Shocks:

Steel body shocks only. No remote canister shocks. Shocks can be adjustable but all knobs or clickers may not be accessible while mounted on the race car. Must remove shock from the race car to change the compression/rebound and/or bleeds. The only adjustment allowed with the shock mounted on the car is gas pressure through a Schrader valve. All shocks must be on the open market and available for purchase. One (1) shock per corner ONLY.

Springs:

- One (1) spring per corner. No stack springs permitted.
- A maximum of one (1) 2 ¼ inch foam type rubber (Christmas-tree style) bump stop will be allowed.
- One (1) take-up spring with a maximum rate of 5 lbs. per corner permitted.
- One (1) spring rod permitted on the rear of the car (either side).
- Spring Rubbers - One (1) spring rubber per corner permitted.
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Protests:

All protests must be turned into the Head Technical Inspector within 10 minutes of the conclusion of the race. The protest fee must be paid at the time of protest. Only the car owner or driver may submit the protest.

Any refusal of inspection or non-compliance with an official protest will result in the disqualification of the protested car.

If the protested car is found to be illegal, the protesting fee will be returned to the team filing the protest less the filing fee.

Any altercation relating to the incident with Officials and any other participants by the team filing the protest will nullify the objection.

Protest Fees are as follows:

GM 602 Crate Tear Down - \$1,000 cash bond (\$100 Protest Fee)

General Protest: \$500 cash bond (\$100 Protest Fee)

Fuel Protest - \$300 bond (\$100 Protest Fee)

Track officials reserve the right to ask for a legality test at any time. Refusal of such by a race team will result in a disqualification. Track officials also reserve the right to deny any Protest Request.

Visual Protests may be filed up to 30 minutes prior to the start if a feature and must be accompanied by a cash bond of \$250 (\$50 Protest Fee). Officials have sole discretion as to

what is considered a visual protest.

Fines:

Any and all moneys received from drivers via fines will be added to the points fund.

Disqualifications Motor(Parts):

1st offense: Loss of all points up to current night. Forfeit of money won that night. Suspended two weeks from Penn Can Speedway. Must provide proof engine or part is fixed & compliant.

2nd Offense: Suspended rest of season

ALL RULES ARE SUBJECT TO CHANGE AT ANY TIME BY MANAGEMENT TO ENSURE COMPETITIVE BALANCE. ALL OFFICIALS' DECISIONS ARE FINAL!