



2019



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SPORTSMAN DIVISION SUPPLEMENT TO THE “2019 GENERAL RULEBOOK”

“The 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 the condition of 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 intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose and further restrictions that in his/her opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.”

Section 1. General

- 1.1 Any American-Made body manufactured from 1980 and later.
- 1.2 No jeeps, station wagons, convertibles, rear engine, or sub-compacts.
- 1.3 105” minimum wheelbase allowed on all manufactures.
- 1.4 Body and engine must be same make and model.
- 1.5 All cars must have a towing hook or chains bolted to chassis in the front and rear of car, which is easily accessible to the tow truck operator.

Section 2. Safety

- 2.1 All lead weight must be properly secured and painted white.
- 2.2 All lead weight must have car number painted on it.
- 2.3 All safety items subject to Tech. Inspectors approval.
- 2.4 No Mirror. If you wear a Hans or Hutchins Device then you are allowed one (1) spot mirror 2 inches in diameter on driver or passenger side. Dollar collar is not accepted as neck and head restraint.

Section 3. Body

- 3.1 Dirt Style after market bodies permitted. 12” filler panel under spoiler. **Please call if you are not sure what will be allowed.**
- 3.2 All edges must be rolled. NO sharp or jagged edges or corners.
- 3.3 Stock bumpers may be reinforced behind original bumpers. No sharp edges. No heavy gauge bumpers allowed. Subject to tech inspection.
- 3.4 Maximum spoiler height 7 inches.
- 3.5 Spoiler must NOT extend wider than rear deck.
- 3.6 No push bars allowed in front.
- 3.7 Rub rails are allowed between front and rear wheel wells. Must NOT protrude from body more than 1” and not wider than 2”.
- 3.8 After market floor pans are permitted. Right Hand side may be raised to top of passenger door. No drop deck.

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- 3.9 May box in behind driver, must be flat back to package tray.
- 3.10 Body subject to Tech Inspector approval.
- 3.11 Aluminum bodies and fiberglass roofs permitted.

Section 4. Frame

- 4.1 Stock front snout back to firewall or tube snout cars are permitted. 2 x 3 ONLY. MUST maintain stock snout motor placement.
- 4.2 Notching of crossmember permitted for large capacity oil pan.
- 4.3 X-bracing of frame allowed.
- 4.4 No offset Chassis allowed. Chassis will be measured from centerline.

Section 5. Roll Cage

- 5.1 Constructed of 4 post design with the front roll bar following the windshield contours and the top of the roll cage forming a box the width of the inside of the car.
- 5.2 A minimum of 4 side bars are required on driver's side and must extend into the door opening.
- 5.3 A minimum of 3 side bars extending into the passenger door.
- 5.4 A minimum of one bar must cross near the dash to tie the two front post together.
- 5.5 A minimum of two cross bars are required along the back of the driver's seat.
- 5.6 The driver's seat must be securely fastened to the roll cage with at least 3" clearance from the roll cage to the driver's helmet.
- 5.7 All tubing must be a minimum of .095" thick and 1 3/4" in diameter.
- 5.8 Roll cage must be welded to frame.
- 5.9 All welds must be continuous welds.
- 5.10 All corner welds must be reinforced with gussets.
- 5.11 All additional bracing is subject to inspection.
- 5.12 No offset cars allowed. Cars in question will be inspected.
- 5.13 Two bars should be anchored from the roll bar to the rear bumper area of the car.
- 5.14 Two additional bars should be anchored from the roll bar to the frame area above the rear housing.
- 5.15 No cross bracing allowed.
- 5.16 All bars within reach of the driver MUST be well padded with substantial padding material.
- 5.17 NO screw-type fittings or pipe threads allowed.
- 5.18 Radiator hoop is allowed, attached to frame, and may be attached to roll cage.
- 5.19 Radiator hoop may not be wider than frame.
- 5.20 Two bars may be anchored from front posts of the roll cage to the frame behind the A arms on each side.

Section 6. Firewalls

- 6.1 Front - All holes patched with sheet metal to seal the driver's compartment from the engine compartment.

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- 6.2 Rear - All holes patched with sheet metal to seal the driver's compartment from the trunk compartment.
- 6.3 Rear firewall may be moved up to back of driver's seat.
- 6.4 .22 gauge sheet metal recommended.

Section 7. Tires / Wheels

- 7.1 Hoosier Dirt Spec tire D55.
- 7.2 10 ¼" wheel maximum.
- 7.3 Must use 5 oversize lug nuts per wheel.
- 7.4 Hand grooving allowed.
- 7.5 Tires must not protrude more than 3" beyond fender lip.
- 7.6 Steel wheels only. **METAL WHEEL COVERS ARE NOT PERMITTED.**
- 7.7 Tires may be checked for chemical composition to verify tires are not altered.

Section 8. Brakes

- 8.1 Four-wheel hydraulic brakes.
- 8.2 Must be in good working order at all times.
- 8.3 No cut off valves.
- 8.4 No cutting of pads.
- 8.5 After market disk brakes allowed.
- 8.6 Adjustable proportioning valves allowed. May be mounted inside driver compartment or in reach of the driver.
- 8.7 After market master cylinders allowed. Driver adjusted balance bar is permitted.

Section 9. Suspension.

- 9.1 Shock will be non-adjustable if equipped with Schrader valve, must be replaced with hyper screw. Sweeper style adjuster is not permitted. Example of legal shock – Afco Series 13, QA1 Series 16 and Bilstein Series S-72. These are just examples; many other brands may meet these requirements. Twin Tube non-adjustable gas shock. \$200.00 per shock claim for cars that finish on lead lap and in top 10. Must be present at completion of race.
- 9.2 Coil over single spring. No stack spring.
- 9.3 One shock per wheel. No rebuildable shocks.
- 9.4 Racing springs permitted.
- 9.5 Lowering blocks in rear are allowed. (2" max.)
- 9.6 Jack bolts permitted.
- 9.7 Steering quickeners permitted.
- 9.8 Suspension travel limiting devices such as chains, etc. are allowed.
- 9.9 May run after market upper control arms and lower control arms.

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- 9.10 Any steering box and/or power steering pump permitted. After market pumps & pulleys permitted. No rack pinion. WILL NOT be permitted with weight add on.
- 9.11 Shocks may be moved from stock location to allow jack bolt installations.
- 9.12 Mounting brackets for steering box or pump may be after market.

Section 10. Clutch / Transmission

- 10.1 Aftermarket multi-disc clutch allowed, 7” minimum.
- 10.2 Manual 3 or 4 speed transmission with all functional gears and reverse or stock automatic transmission with working torque converter allowed.
- 10.3 No couplers allowed.
- 10.4 Two (2) 360 degree Safety strap around drive shaft required.
- 10.5 A 360 degree blow proof bellhousing is mandatory. Must have 3” inspection hole in bottom to inspect clutch.
- 10.6 Drive shaft MUST be painted white.
- 10.7 Automatic transmission must have an SFI approved shield or blanket over body of the transmission.

Section 11. Rearend

- 11.1 Ford 9” rear allowed. Quick change rears allowed. Spool locker only.
- 11.2 Top link may be adjustable after market 3 link. Rubber top link is permitted. Spring loaded top link allowed. No spring loaded lower 3-link bars, must be fixed from heim joint to heim.
- 11.3 Full floating rears permitted.
- 11.4 Panhard bars and J bars are permitted. No jacking devices allowed.
- 11.5 No Gold Trac, Gleason or similar type rear lock device.

Section 12. Battery

- 12.1 Must be securely mounted under hood in engine compartment or drivers compartment.
- 12.2 If in drivers compartment, battery must be in Racing type battery box.
- 12.3 Battery NOT permitted in trunk.
- 12.4 All batteries must be mounted in an enclosed box. Gel batteries highly recommended. Subject to tech approval.
- 12.5 Master kill switch must be in reach of driver. All positive terminals must be shielded.

Section 13. Cooling Systems

- 13.1 One radiator under hood in stock position.
- 13.2 No antifreeze allowed.

Section 14. Fuel System

- 14.1 Fuel cell MUST be used and will be checked for condition and date of manufacture. 22 gal max.
- 14.2 Mechanical fuel pumps only.
- 14.2 The tank must be securely mounted in a 20 gauge steel box with two 1/8” by 1” steel straps.

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- 14.3 Gas lines should run under the floor. If gas lines run through drivers compartment, they MUST be encased in steel tubing.
- 14.4 Steel braid line is recommended.
- 14.6 Fuel cell must be located in trunk area and vented to the outside of the car.
- 14.7 Gasoline only.
- 14.8 Speed filler and vent tube must have a check (anti-rollover) valve.
- 14.9 Fuel caps must be secure to fuel cell.
- 14.10 Fuel line may not exit bottom of fuel cell.

Section 15. Engine (If you running a Crate Sportsman See “Addendum A”)

15.0 The **88958604** Chevy Crate engine will be permitted at VMS. If running GM 604 Crate motor see Addendum A.

15.1 Blocks:

- 15.1.1 Cast iron only.
- 15.1.2 Production only (No BOWTIE or SVO).
- 15.1.3 Maximum Cubic Inch Displacement:
 - 15.1.3.1 GM – 358 cu. in.
 - 15.1.3.2 Ford – 360 cu. in.
 - 15.1.3.3 Chrysler - 370 cu. in.
 - 15.1.3.4 Must pass pump check.
- 15.1.4 Maximum overbore plus wear = .060”

15.2 Cylinder Heads:

- 15.2.1 Cast iron only.
- 15.2.2 Production or approved after market heads allowed.
 - 15.2.2.1 World Products S/R Torquer for GM. Straight plug only.
 - 15.2.2.2 World Products Windsor 5-0 or Windsor 351 for Ford.
- 15.2.3 No GM angle plug heads.
- 15.2.4 No porting or polishing. Port matching maximum ½ inch deep permitted.
- 15.2.5 Milling of head is allowed for cleanup only.
- 15.2.6 Valve limited to the largest stock production diameter for make.
- 15.2.7 Three angle valve job maximum.
- 15.2.8 No titanium valves. No exotic metals. Stainless valves permitted.
- 15.2.9 Under cut valve stems allowed.
- 15.2.10 Roller Rockers permitted. Stock ratio only. Stud girdles permitted. Stud mounted rockers only. No shaft rocker. 1.52 rockers are legal.
- 15.2.11 No minimum CC.
- 15.2.12 Maximum displacement - 358 cubic inches for GM, 360 for Ford, and 370 for Chrysler.

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15.2.13 VORTEC Raise Runner heads are not permitted.

15.3 Pistons:

15.3.1 Flat top pistons only.

15.3.2 Must have minimum of two valve relives.

15.4 Crankshaft:

15.4.1 Stock production crankshaft or approved aftermarket stock weight. Minimum 50 pounds.

15.4.2 Stock stroke only.

15.4.3 No knife edging.

15.5 Connecting Rods:

15.5.1 Must be steel and stock length. After market allowed.

15.5.2 After market rod bolts permitted.

15.6 Camshaft / Lifters:

15.6.1 Hydraulic or solid lifter cams allowed. 510 lift max. 340 at the cam.

15.6.2 No gear drives.

15.6.3 Stock lifter diameter only.

15.7 Carburetor / Intake Manifold:

15.7.1 May use two gaskets .080” in thickness each.

15.7.2 1” spacer maximum. NO tolerance.

15.7.3 CARBURETOR:

15.7.3.1 Holley 500 cfm, 2 barrel #4412. Choke horn may be removed. No other machining permitted. If running GM 604 Crate see “Addendum A”

15.7.3.2 Keith Dorton HP 500 Box Stock p.o.# 0-80-583. No touch, it must be run with no modification. Must keep choke horn.

15.7.3.3 Must pass inspection using “Go, No-Go” gauge.

15.7.4 INTAKE MANIFOLD:

15.7.4.1 Any Cast iron, Eldelbrock Performer 2101, 2116 or VORTEC equivalent for GM. Ford or Chrysler use applicable Eldelbrock Performer. No Performer RPM manifolds.

15.7.4.2 NO modifications of any type (milling, machining, polishing, grinding, porting, cutting, etc) allowed.

15.8 Ignition:

15.8.1 Six (6) Series MSD or HEI is permitted.

15.8.2 If MSD is used, harness cannot be cut or spliced in any manner. Must remain as shipped by MSD.

15.9 Exhaust:

15.9.1 Headers are permitted.

15.9.2 Exhaust system must be dual exhaust and exit behind driver.

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- 15.9.3 May use 2 into 1 system.
- 15.9.4 Outlet diameter 6 inch I.D. maximum.
- 15.9.5 Exhaust MUST exit parallel to track.
- 15.9.6 NO 180 degree headers allowed. Must exit under car.
- 15.9.7 Exhaust must be securely bolted. No band clamps.
- 15.9.8 Loosing exhaust is grounds for disqualification

15.10 Oil pans:

- 15.10.1 Stock location only.
- 15.10.2 Large capacity pans permitted.
- 15.10.3 After market pans permitted.
- 15.10.4 Frame may be notched for larger oil pans. Motor not to be set back any further than one (1) plug to top ball joint.
- 15.10.5 Pan must have 1” inspection plug for inspection of crank and rods. Call for location.

Section 16. Weight

- 16.1 3000 lbs with driver and without added fuel. Cars running the GM Crate 604 must weigh 2850 lbs.
- 16.2 Car will be weighed in post-race condition.
- 16.3 The track scales are official.
- 16.4 Failure to meet weight will result in disqualification.
- 16.5 All lead weight must be properly secured and painted white. (Subject to tech inspection.)
- 16.6 All lead must have car number painted on it. (Subject to tech inspection.)

Section 17. Protest / Post-Race Inspection

- 17.1 Complete engine \$500.00, Top half is \$300.00
- 17.2 Removal of flywheel \$250.00
- 17.3 Track does NOT pay for labor or materials associated with teardown for inspections.
- 17.4 Protest must be submitted in writing within 10 minutes of feature completion. Protested car has right to counter protest.
- 17.5 Only top 5 can protest.
- 17.6 All parts found illegal become the property of VMS until the end of the season.
- 17.7 Can OR Can't rule: DO NOT try to read between the lines in the rule book. Just because the book doesn't say you can't, don't assume you can. Any modifications not specifically outlined here are at the Tech Departments discretion. All final decisions will be made by the tech officials Ask first before you assume something is legal.

Crate Sportsman "Addendum A"

Section 18. Fastrak Crate Engine Package

ENGINES

GM 604 Car and Driver: 2850 lbs. New weight.

All Engines and parts must be as from factory and all components thereof. Any changes will result in disqualification and no points awarded.

This includes, but is not limited to, harmonic balancers, valve springs, push rods, rocker arms, and after market valve covers.

***NO upgrades are allowed to any engine that may produce power via "performance enhancing methods".

Only FASTRAK "authorized" engine builders have FASTRAK engine seals.

Must be a member of FASTRAK to receive FASTRAK engine seals.

IF YOU ARE CAUGHT CHEATING "WITHIN THE BOLTS"
(THIS INCLUDES "AFTERMARKET" VALVE SPRINGS)

Driver is fined \$1000 and barred for 365 days

Loss of points

Cannot compete in GRAND NATIONALS

If car owner is 'separate' of driver, car owner will be under the same penalty. Neither driver or car owner (if separate) may compete at any FASTRAK weekly sanctioned track and or touring event for 365 days.

Track event: (Track receives 50% of \$1000 fine)

Regional Touring event: (Region receives 50% of fine)

EXCEPTION: If FASTRAK "authorized" engine builder signs legal "affidavit" stating that competitor had NO knowledge of rules infraction in relation to building of 'said' engine.

Competitor and/or car owner (if separate) will be fined \$500.

Competitor and/or car owner (if separate) will be suspended for 30 days

Competitor and/or car owner (if separate) will lose all points.

***ALL RULES in effect for ALL OPEN SHOWS that are FASTRAK Sanctioned.**

***By participating in ANY FASTRAK event (Touring, Weekly or Open) Competitor, Owner and any affiliates of such agree to a "hold harmless" agreement under the terms of this rule book.**

Competitors, Car Owners, Engine Builders have the right to "appeal" at the FASTRAK Corporate Office. Findings at said appeal shall be binding and FINAL! Appeals must be filed in writing within 48 hours of infraction. Appeals may be faxed to: (678) 528-3117.

GM 'RM BOLTS' WILL NOT BE LEGAL IN 2011

PROTESTS

Top 5 cars can protest anyone within top 5 positions.

Engine CLAIM RULE: GM 604 HP \$5500 Claim

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Participant refusing to allow claim will be considered ‘illegal within the bolts’ and penalties according to such will apply.

Tear Down Rules: All fees must be paid in full within 10 minutes of protested car crossing scales. Protestor must have money in hand for protest. ONCE PROTEST IS DECLARED, IT CANNOT BE WITHDRAWN!

COMPLETE TEAR DOWN: \$800.00 fee. \$200.00 goes to series and/or track (engine will be put back together at FASTRAK “authorized” engine builder for \$600 plus any applicable parts. NOTE: \$600 is for reassembly and re-sealing. Does NOT include any additional needed parts related to wear and tear).

CAM PROFILE: \$300. \$100 goes to Series and/or track.

PULL HEAD AND INTAKE: \$300. \$100 of fee goes to Series and/or track.

WEIGH CRANKSHAFT: \$300. \$100 of fee goes to Series and/or track.

*In the case of two day shows, engines will be marked for legality. Marked engine must be present at post race tech.

*Should competitor change engines, tech personnel must be notified in advance. Both engines may be subject to technical inspection. Engine not inspected in advance will automatically be disqualified.

FASTRAK / VIRGINIA MOTOR SPEEDWAY RESERVES THE RIGHT TO CHECK ANY COMPETITORS ENGINE BY DYNO TESTING, TEAR DOWN, OR ANY OTHER MEANS FOUND NECESSARY TO CONFIRM THE LEGALITY OF AN ENGINE. Any competitor that will not allow testing procedures per the discretion of the Regional Director, Tech Official or FASTRAK Official, will be barred for 365 days and fined \$1000. It is the duty of FASTRAK to keep engines legal per the FASTRAK rule book based on rules of ‘fair competition’.

FASTRAK WILL CONTINUE VIGOROUS INVESTIGATION INTO BACKGROUND OF TEAM OWNER, DRIVER, AND ALSO DO INVESTIGATIVE WORK TO FIND ENGINE BUILDER RELATED TO ANY SUCH INCIDENT OF CHEATING.

FASTRAK WILL NOT TOLERATE CHEATING WITHIN THE BOLTS/SEALS. FASTRAK WILL PROSECUTE ENGINE BUILDERS FOUND TO BE CHEATING ENGINES OUTSIDE OF GM TECH MANUAL SPECIFICATIONS. LAW PERTAINS TO “SPIRIT OF COMPETITION”. DOING ILLEGAL WORK INSIDE OF A SEALED ENGINE IS IN DIRECT CONFLICT OF ANY SERIES UTILIZING SEALED ENGINES. ENGINE BUILDER WILL BE BARRED FOR LIFE, REPORTED TO GM AND EVERY SERIES AND TRACK IN THE UNITED STATES KNOWN TO FASTRAK. ARTICLES WILL BE PUBLISHED IN MAJOR NEWSPRINT SHOULD SUCH INCIDENT TAKE PLACE. We consider this to be a serious offense and it will be treated as such.

APPEAL PROCESS:

Appeals must be made in writing in the following manner

- 1) For weekly tracks: in writing the same night of said protest
- 2) Regional Touring events: in writing the same night of said protest
- 3) In both instances copy of APPEAL must be faxed to FASTRAK corporate office within 48 hours of said protest.

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APPEAL will be heard by all parties involved plus someone from the FASTRAK Corporate Office and possibly legal counsel of FASTRAK. By becoming a member of FASTRAK, you are agreeing that the decision made by the corporate office will be final and party posting APPEAL has no legal rights thereafter.

CARBURETORS

*Any 750 CFM Carb or smaller. Must have 1 11/16th base plate maximum. No exceptions.(measured with no go)

*Billet base plates may be used (.780 maximum)

604 1 Inch carb spacer maximum **(0 TOLERANCE)**

***Please take time to check your plate** with a gauge, not a tape measure.

Spacer may not protrude into carb or intake at any point. .

One gasket per surface. .070 maximum.

*No fuel injection, nitrous oxide or other type systems allowed.

*Two throttle springs strongly recommended!!

*Aerosol carbs are not legal.

FUEL SYSTEMS

Mechanical fuel pump only.

NO electric fuel pump of any type

EVACUATION SYSTEMS

EVACUATION SYSTEMS ARE NOT ALLOWED OF ANY TYPE!. Note: This means any type vacuum system.

HEADERS

Tri Y headers are not legal.

No merge collectors

*Please note it has been brought to our attention the use of custom headers. Should the price of headers become what the series considers ‘unreasonable’ and an unfair advantage, the series retains the right to use ‘spec headers’.

OIL PUMP

Wet sump only.

No external oil pumps. Even if considered “wet”:

Remote oil filter and lines permitted. (One) remote oil filter.

Oil cooler allowed. (One)

DISTRIBUTOR

No magnetos.

Electronic ignition allowed.

MSD type box allowed.

Series retains the right to change MSD boxes at any time without notice.

No crank triggers or devices inside car that allow adjustment of timing.

ELECTRONIC DEVICES

No electronic devices allowed on any car thereby enhancing adjustment of that car.

Electronic brake “cut off” legal on right front only

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No remote control devices allowed on any car during any event.
Lap timers allowed during practice sessions only.
No electronic devices controlling shocks.

Exotic Materials:

ALL exotic materials are illegal. That includes titanium and/or carbon fiber.
Carbon fiber drive shafts are legal.