

MURRAY COUNTY SPEEDWAY  
SLAYTON, MN 56172

SPORTSMEN RULES - 2009

Changes made are in Bold

The Murray County Racing Association shall hereafter be simply referred to as MCRA throughout the rules descriptions. (NOTE: The following rules are for the 2009 season. The MCRA Executive Committee may make interpretation of or amendment to, these rules at any time. The rules and/or regulations sets 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 the events, all participants are deemed to have compiled with these rules. No express or implied warranty of safety shall result from publication of or compliance with these rules and/or 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 participants.)

**GENERAL RULES**

1. MCRA Race Rules shall apply at all events.
2. MCRA officials shall have full authority. At the discretion of MCRA official(s) in charge, any competitor may be disqualified for rule violations or hazardous equipment or hazardous actions.
3. All vehicles subject to inspection by a MCRA inspector at any time.
4. Approval of vehicle by the MCRA inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected vehicle is guaranteed mechanically sound. Be it further declared that the MCRA inspector shall not be liable for any mechanical failure nor for any losses, injuries or death resulting from it.
5. Any unsportsmanlike conduct by drivers, owners and/or pit crews or fans shall be grounds for disqualification and/or punitive action by the MCRA and will be strictly enforced. Drivers are responsible for the conduct and actions of their crewmembers and fans. Drivers will be paid all monies and must furnish their valid Social Security Number. Failure to furnish valid Social Security Number or furnishing false Social Security Number will result in \$100 fine by MCRA.
6. Absolutely NO alcoholic beverages will be consumed by drivers or their pit crews prior to, or during an MCRA event. Use, distribution or sale of illegal drugs at any time shall be cause for immediate, indefinite suspension.
7. All drivers must be at least 16 years of age (proof of age required). Drivers under 18 years of age must have a signed and notarized Parental Consent Form by parent or legal guardian and said document must be in the hands of the MCRA before participation of said individual will be allowed.
8. MCRA track points are awarded to the car. All points stay in the class they were scored in.
9. Heat races - less than 10 cars, one heat race and feature, greater than 10 cars, two more heat races and feature, lineup for heats and feature will be based on point average, lower point average to the front, higher point average in back.

**CAR AND BODY**

1. 1960 or newer American made stock Passenger automobile with factory steel top. Sunroofs and T-tops must be reinforced and enclosed. No station wagons, convertibles, front-wheel drive or rear engines.
2. 108" wheelbase minimum (not allowed Camaro Firebird & Mustang) unibodies must be tied rear frame to front frame.
3. All bodies must be steel and strictly stock. No altering or channeling of body allowed. Aftermarket nose pieces allowed. No aluminum Hoods. All hoods and trunks must be securely fastened. Use hoodpin style locks. No chains or bolts. No stock hood or deck latches. All sharp edges, torn fenders and body panels to be must repaired before next race. May have homemade nose piece (Tin must not extend below bumper).
4. Full floorboards must remain intact and visible with a full metal firewall separating the driver from the fuel cell and trunk area.
5. Firewall between engine and driver must be in stock position. All holes must be covered.
6. All glass, plastic, upholstery, rear seat, lights, mirrors, and chrome removed. No interior tin or other covers.
7. All doors must be secured shut (welded, chained, bolted, etc.)
8. The inner wheel wells may or may not be removed, unless they are plastic, which then must be removed.
9. No spoilers, wings, skirts, air scoops or anything that alters the stock appearance.
10. All cars must have a racing seat and must be fastened to roll cage. NOT bolted to the floorboard.
11. Battery must be enclosed in marine battery box or metal box and mounted securely to floor behind the seat or in trunk area. Stock gas tank must be removed. Fuel cell in metal container is required and must be mounted above rear frame rails. The Fuel cell must be secured by four steel straps mounted to the frame on roll cage and fuel cell. Check valve or rollover valve required.
12. Drive shaft loop is required and must be constructed of at least 1/4" x 2" steel and should be mounted no more than 6" back from front of drive shaft. Drive shaft must be painted white.
13. Brakes on all four wheels must work. Brakes will be checked. No brake shutoff devices. No rear wheel disc brakes. No after-market brake pedal assemblies allowed.
14. No Ballast Allowed
15. Bumpers must be in stock location. Rear bumpers may be capped to fender. No reinforcement of bumpers allowed.
16. No computers allowed on car.
17. No pipes outside body except for 3/4" x 1 1/2" square tubing maximum, length maximum wheel to wheel, if desired.

## DRIVERS EQUIPMENT

1. Five point safety belts, (sub belt, shoulder harness, and lap belt), helmet (Snell SA2000 minimum, must accompany car at tech inspection). Fire suit, Neck Brace, Fire Resistant Gloves, and Shoes are required.
2. Driver's side window net mandatory which must be accessible from inside and out.
3. Car number must be clearly marked - 24" height and 3" stripe width, must also have car number on roof at least 18" height and 3" stripe width. Car must have at least 4" number on front and back of car, so driver can read.
4. Detachable racing steering wheel is optional.
5. Steering column must be double knuckled or collapsible shaft.

## SUSPENSION

1. Must be OEM suspension. No add-on quick steer boxes.
2. No racing shocks, springs, etc.
3. No spacers, lumber, or chains allowed.

## TRANSMISSION - REAR END

- 1A. OEM automatic transmission with OEM working torque converter. (ALL torque converters will have a drain plug regardless of whether or not it came with a drain plug). Must have scatter shield. No couplers. Must have working forward or reverse in all gears.
- 1B. OEM manual transmission. No lightning or removable parts. OEM single disc clutch. No aluminum flywheels. Must have blowproof bellhousing or 1/2" belting bolted completely over the hump. Must have working forward or reverse in all gears.
2. Passenger car rear-ends only. O.E.M. rear-ends only GM to GM, Ford to Ford and Mopar to Mopar. **Ford 9" with drum brakes with a maximum gear ratio of 5.57.** May use 10 Bolt Rear end In Metric Cars – No Truck Rear Ends Allowed.

## TIRES – WHEELS

1. Tires may have 8" of rubber on ground with 20 lbs. of pressure; **all tires must be same size.**
2. No mud, racing, snow, or fancy, exotic, trick gumball tires allowed.
3. No aluminum racing wheels, magnesium or stock factory wheels allowed. Spoke steel wheels allowed. 1/2" wheel studs are recommended, 1" lug nuts required on right side wheels.
4. Maximum 15" x 7" wheel. Right front wheel may be reinforced. No bead locking devices, screws, etc.
5. Wheel offset allowed. Wheel must remain inside of body.
6. Racing or spoke steel wheels allowed.

## ENGINE AND CARBURETOR

1. ENGINES RESTRICTIONS Nine-to-one compression ratio. Flat top pistons only; GM cars – must be 76cc heads or larger (approved head numbers are – 336, 339, 388, 441, 454, 487, 624, 813, 882, 991, 993); Ford cars, no after market heads or SVO heads; Chrysler cars, no after market or W2 heads.
2. The engine must appear strictly stock for that model and make and in the original mounts. (GM- GM, Ford - Ford, etc.) Maximum 360 cubic inch limit. (370 cubic inches for Chrysler) Below this limit, car will be disqualified. No aftermarket ignition. Flat top pistons only, must be 76 cc heads or larger. No porting to heads or intake. No angle milled heads allowed. No angle plug heads allowed.
3. Must have stock cast two-barrel iron intakes. No headers, must be OEM cast iron exhaust manifolds (No porting). No center dump type manifolds. Exhaust must extend past the firewall. No electrical fuel pumps allowed. Mufflers are mandatory. No pressurized fuel systems.
4. All cars must run a stock two (2) barrel carburetor with a maximum bore of 1.380 inches in diameter. No Holly Carburetors allowed. May remove choke, but no other alterations allowed. No adapter plate allowed, no four-barrel manifolds allowed, no K & N or equivalent air filters.
5. May run aluminum pulleys.
6. Pump gas only – Amoco 92 Octane Max, racing fuel is legal.
7. Oil pan must be stock appearing. Maybe altered internally with baffles. May run racing oil pan.
8. **Must run MCRA restrictor plate, (\$20.00 refundable deposit).**
9. **Cam shaft can only have maximum lift of .475 with 1.5 rocker.**

## ENGINE COOLING

1. Larger capacity radiator allowed mounted in the stock position only, aluminum radiators allowed. No onboard auxiliary cooling systems allowed. Engines may be cooled in the work area only during a yellow flag. **NO COOLING OF ENGINES ON RACETRACK AT ANYTIME.** This could result in a DQ for the night.

## ROLLCAGE

1. A full perimeter four (4) post roll cage with an X-brace in rear and rear kickers must be used. Roll bar padding mandatory in driver's compartment. Roll cage must be securely welded to frame. Unibody must mount 6"x6" steel plate to floor. Mount cage to plate.
2. Minimum 1.666" outside diameter and .095" thick tubing for cages and door bars. Three (3) door bars on each side must be used with three braces between bars.
3. Must have tow hooks front and rear. Absolutely no bars allowed in engine compartment except for radiator protection bar. Cannot be brace back any further than front of A-frame. No wider than frame rails. Pipe no larger than 1 3/4".
4. Absolutely no square tubing or galvanized pipe allowed.

5. Fuel cell protection bar must be used mounted frame rail to frame rail, no higher than the fuel cell and inside the trunk area. Maximum 1¾-inch pipe.
6. Absolutely no petty bars.
7. Inner door panels may be removed to accommodate roll cage only.
8. 18 gauge plate welded to driver's side doorbars.

### **ENGINE CLAIM**

1. Must race at MCRA Speedway two consecutive nights before claiming an engine.
2. To make a claim, must be a member of the Murray Co. Racing Association, and have membership card in hand, \$500 cash claim on engine, \$25 of this goes to wrecker for pulling engine.
3. \$500.00 or EXCHANGE, up to claim driver to decide what they want.
4. Claim does not include – 1.) Flywheel, 2.) Clutch, 3.) Pressure plate, 4.) Bellhousing, 5.) Exhaust manifold, 6.) Carburetor, 7.) Starter, 8.) Motor mounts, 9.) Sending units and switches for oil pressure and water temperature. 10.) Fan and pulleys, 11.) Clutch ball, 12.) Clutch arm, 13.) Throw out bearing, 14.) Dip stick, 15.) Water pump, 16.) Fuel pump, 17.) Distributor, 18.) Plug wires, and 19) Oil Pan
5. First 4 position finishers must report directly to claim area and are subject to engine claim by any other driver finishing fifth on back in feature, failure to report directly to claim area will result in disqualification and loss of money and points for night. Any driver lapped by 4th place car is not eligible to claim.
6. Top 4 drivers must get out of car. One pitman per car in front of car is allowed. Driver allowed one claim only per event, regardless of outcome of that claim. In case of multiple claims on same engine, engine will go to qualified claiming driver finishing farthest back
7. Driver making claim must drive his racecar immediately after finish of feature, under its own power, directly to claiming area. Claim must be made known to officials within five minutes within the completion of feature. Only drivers and officials allowed in claiming area.
8. Only driver may claim engine and only driver may agree to sell or refuse to sell engine. First sell or sell by driver being claimed binding.
9. Refusal to sell will result in disqualification, loss of all season track points from MCRA, forfeiture of money won, and suspension of four racing nights from MCRA Speedway.
10. Any driver found to be claiming an engine for anyone other than himself will lose all MCRA points for the season and will be suspended for two racing nights and fined \$500 paid to MCRA.
11. All claimed engines must be removed from car at the track; buyer must examine engine before removal - once removal is started, sale is final. Removal must be completed within one hour of claim or it will be considered a refusal.
12. The cylinder block may not be altered in such a way as, to prevent it from being used in a stock application. Stock OEM components must be able to be immediately used in their stock location. Drivers are to be held accountable for any sabotage discovered while pulling the engine, and will be responsible for any and all penalties as a result of any sabotage. Any sabotage discovered to claimed engine will result in driver being suspended from MCRA competition for four racing nights and until \$500 cash fine is paid to MCRA. \*The claim will be disallowed and the money returned to the claimer.
13. No driver may claim more than two (2) engines during current calendar year.
14. No one driver may claim any other one driver more than once during current calendar year.
15. It is not mandatory to run claimed engine at the next race night.

Interpretation of Class Rules: The Murray Co. Racing Association Technical Officials will have final decision on rulings in this class. The rules of the Sportsman Class will be reviewed at the end of each racing season, to determine if additional safety features are necessary and the definition of Sportsmen needs to be refined, otherwise these rules will remain the same until the end of the 2008 Racing season.