

2024 RULES GUIDE



DEFINITIONS

Terms that appear throughout this Rule Book have the following meanings:

CAR: A race vehicle, prototype, or model that fits the specifications set forth in this rule book intended for competition within the Grundy County Speedway

DRIVER: The Registered Competitor participating in the Event with a Grundy County Speedway Racing Series legal Car.

COMPETITOR: A driver, car owner, mechanic, crew member, or another person (other than a GCS Official) who participates competitively in a Grundy County Speedway Event. Determination of Competitor affiliation will not be limited to the pit sign-in sheet. It will be a determination made by the Grundy County Speedway Staff

E.I.R.I.: Except in Rare Instances. Referencing an occasion or circumstance that may not be contemplated and may require an adjustment, addition, or revision to the posted Specifications and Procedures. EIRI rules are always in effect!

EVENT: A Grundy County Speedway sponsored gathering that includes but is not limited to registration, inspection, qualification, racing activities, testing, and any other activity in which Grundy County Speedway is a sponsor.

LAB: Any 3rd party facility where a part/tool/substance is taken for further testing and verification

GCS: Grundy County Speedway

GCS RULES: The rules in this Rule Book, as amended when necessary.

GCS OFFICIALS: Officials, Director of Competition, Scorers, Flagman, GCS Tech, or any persons serving under the direction of GCS, including Raceway management.

GCS TECH: Grundy County Speedway officials are responsible for determining whether a car meets applicable specifications. The head Technical Inspector is Kyle Lindemuth

K.I.S.S PRINCIPLE: The KISS principle states that most systems work best if they are kept simple rather than made complicated; therefore, simplicity should be the key goal. In relation to GCS rules, this is interpreted as keeping the rules clear of solving for every situation, "what if", or nuance. This will keep the rules clear of solving for every situation, "what if", or nuance. Overanalysis, seeking loopholes, failure of a competitor to clarify with GCS officials, and/or seeking grey areas will result in disqualification.

OEM: Original Equipment Manufacturer. OEM Products are those built specifically by or for major automotive manufacturers. (IE - Ford, Chrysler, General Motors.)

OWNER: A Registered Competitor participating in an event that owns the Car participating but is not driving.

RACE EQUIPMENT: Any equipment on the car, any equipment used to adjust the Car, and any equipment used to fix or repair the Car.

SAFETY CREW: GCS officials, ambulance crews, tow truck crews, push Car crews.

(S.O.C.) SPIRIT OF COMPETITION: Every effort has been made towards complete, understandable, and correct rules. The Grundy County Speedway cannot anticipate every situation, circumstance, or interpretation. With this in mind, we must refer to the SPIRIT OF COMPETITION RULE. This means the intent of every rule and classification. Additional adjustments, alterations, modifications, and/or replacements not covered by written rules should NOT be considered legal under the SPIRIT OF COMPETITION RULE. GCS Officials will be the final entity by which rules will be interpreted and enforced. SOC rule is always in effect.

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SAFETY, PERSONAL PROTECTION



SECTION 4

- GENERAL SAFETY
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SAFETY

4.0 GENERAL:

1. Racing is an inherently dangerous sport. Each Competitor assumes the risk of injury or death when he/she participates in an Event. Competitors are solely, and directly, responsible for the safety of their Cars and racing equipment. GCS, GCS OFFICIALS, AND GCS TECH ARE NOT RESPONSIBLE FOR THE ADEQUACY OF A COMPETITORS CAR OR RACING EQUIPMENT. NO EXPRESS, OR IMPLIED, WARRANTY SHALL RESULT FROM THE PUBLICATION OF OR COMPLIANCE, WITH THESE RULES
2. GCS is not and does not hold itself out as an expert in safety standards, designs, products, practices, or procedures, nor is GCS a standards organization or a designer, manufacturer, or seller of safety-related products, facility designs, or race vehicle designs
3. All Competitors are obligated to inspect for any unsafe condition of the racing facilities, his/her Car and all related Racing Equipment, safety personnel and equipment, and/or conditions at the Raceway on a continuing basis before, during, and after the Event. Competitors are responsible for promptly reporting to GCS Officials any inadequacies in the racing facilities, safety personnel, and equipment, or other conditions at the racing facilities that are observed and considered to be, in their best judgment, inconsistent with the interests of safety. Competitors are solely and directly responsible for the safety of their race vehicles and racing equipment and are obligated to perform their duties in a manner designed to minimize to the degree possible the risk of injury to themselves and others

4.1 PERSONAL SAFETY EQUIPMENT

GENERAL

1. Each Competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment
2. Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an Event. GCS, GCS OFFICIALS, GCS Tech, OR the Race director ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT. IT IS THE RESPONSIBILITY OF THE Competitors TO ENSURE THAT HE/SHE MAINTAINS, WEARS, AND PROPERLY USES PROTECTIVE CLOTHING
3. Each Competitor should also wear fire-resistant accessories that effectively cover the remaining parts of the body. Shoes, gloves, head socks, and/or helmet skirts should meet the SFI 3.3 label. It is recommended that underwear and socks meet the SFI 3.3 specification.
4. Roll bar padding must be installed in such a manner that the helmet can never contact any of the roll cage bars, including the front bars of the roll cage.

4.2 DRIVER HEAD AND NECK RESTRAINT DEVICES / SYSTEMS

- 1. HEAD AND NECK RESTRAINT SYSTEM HIGHLY RECOMMENDED AT GCS AND MANDATORY AT ALL TRACKS IN 2024 WITH GCS SERIES EVENTS**

PERSONAL SAFETY EQUIPMENT (CONT)

4.3 FIREPROOF SUIT/SHOES/GLOVES

1. Each Driver must use an SFI 3.2a/5 (minimum) specification double-layer suit with a visible and valid SFI 3.2A/5 label on the outside surface of the left sleeve
2. Each Competitor must also wear fire-resistant shoes and gloves that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 label. Clothing should be kept clean according to manufacturers' specifications and professional looking
3. It is recommended that underwear and socks meet the SFI 3.3 specification
4. It is recommended during Events, any Competitor who steps into the Designated Pit Area area should wear a fire-resistant uniform meeting the SFI 3.2A/1 and fire-resistant shoes meeting the SFI 3.3 specification as a minimum. A valid SFI-label should be visibly displayed on the outside surface of the left sleeve of the uniform and an SFI label should be visibly displayed on the shoes
5. It is recommended during the Event, any Competitor involved in fueling the Car, handling, or transporting fuel in the pit area, if any, should have all parts of the body protected by fire-resistant clothing and/or equipment. The fuel handlers should wear a fire-resistant uniform meeting the SFI 3.2A/5 specification, as a minimum and display a valid SFI 3.2A/5 label on the outside surface of the left sleeve. A one-piece uniform is recommended. Shoes and gloves should meet the SFI 3.3 specification and visibly display a valid SFI 3.3 label. A fuel-resistant apron should be worn during refueling operations. The fueler apron should meet the SFI 52.1 specification and visibly display a valid SFI 52.1 label. It is recommended that underwear, head socks, and socks meet the SFI 3.3 specification

4.4 HELMETS

1. IT IS THE RESPONSIBILITY OF THE DRIVER/COMPETITOR, NOT GCS, GCS OFFICIALS, GCS TECH, OR THE SERIES DIRECTOR, TO ENSURE THAT HIS/HER HELMET IS APPROVED, CORRECTLY WORN, MAINTAINED, AND PROPERLY USED
2. Full Face Snell SA2015, Snell SA2020, FIA 8859-2015, FIA 8860 rated helmets are the only GCS approved helmets for 2023. Helmet certification (label) should be affixed to the helmet at all times.
3. SFI 3.3 labeled (minimum) Hood, Face Sock, or Balaclava are highly recommended
4. The Driver/Competitor should wear the helmet in accordance with directions provided by the helmet supplier and/or manufacturer. Any modification to the helmet for any purpose should not detract from its effectiveness. Helmet surface protrusions such as visor tear-off posts should be removed
5. During an Event, any Competitor who steps into the Designated Pit Area, if any, should wear a helmet
6. During an Event, any Competitor involved in refueling the Car should wear a full-face helmet with a covering face shield and a fire-resistant head sock or helmet skirt

4.5 WINDOW NETS & PADDING:

1. Ribbon style nets only, no "mesh style" window nets
2. All Cars are required to run a minimum 12" Driver-side window safety net
3. The window net should be a rib type, made from a minimum $\frac{3}{4}$ inch, maximum one (1) inch wide material with a one (1) inch square opening between the ribs
4. A triangle head protector window net is highly recommended.
5. Roll cage padding is mandatory within the contact area of the Driver, including but not limited to the center of the steering wheel.
6. No rivets shall used to attach window nets to the Car

4.6 WINDOW NETS & PADDING (CONT)

7. All window net mounts should be a magnetic steel rod or a thick flat magnetic steel with mounts welded directly to the roll cage. The window net, when closed, should fit tight and be secured with a lever-type quick release acceptable to GCS Officials. The latch should be mounted at the top, in the front roof bar, and release from the inside. No "seat-belt" style releases.

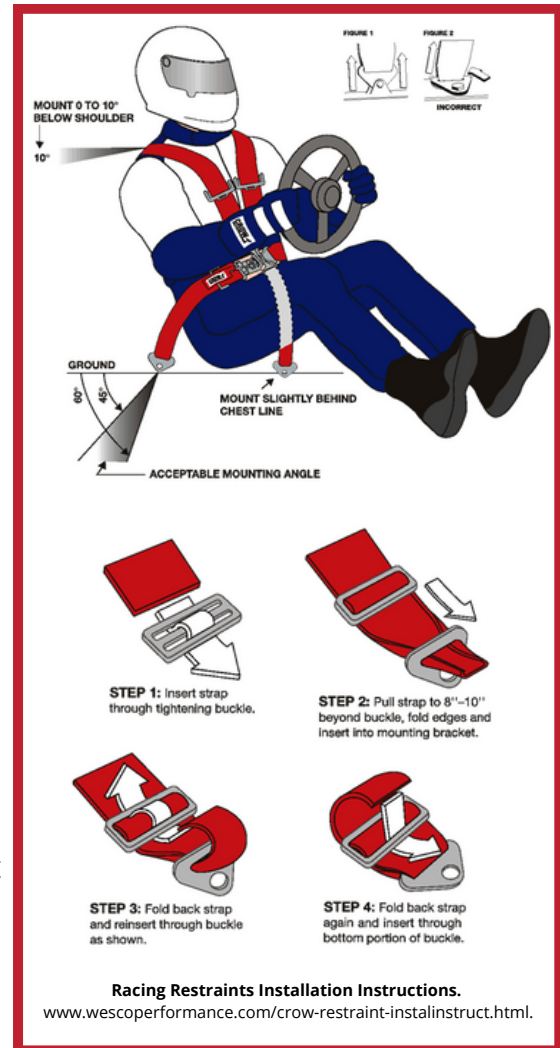
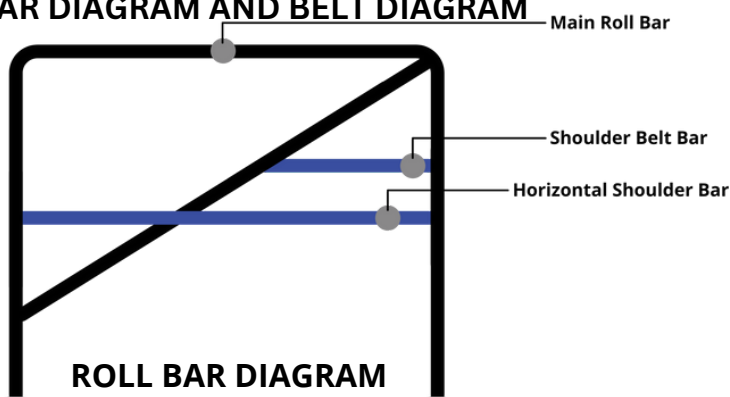
4.7 SEAT BELTS

1. IT IS THE RESPONSIBILITY OF THE COMPETITOR/DRIVER, NOT GCS, GCS OFFICIALS, GCS TECH, OR THE SERIES DIRECTOR TO ENSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS ARESFI 16.5, 16.6, OR FIA STANDARD 8853/98-APPROVED AND LABELED, CORRECTLY INSTALLED, IN ACCORDANCE WITH MANUFACTURER INSTRUCTIONS MAINTAINED AND PROPERLY USED
2. Each Car should be equipped with a current (no expired belts) SFI 16.1 minimum (16.5-16.6 recommended) or FIA standard equivalent-approved, three (3) inches nominal in width maximum, minimum 5-point seat belt restraint system, and display a valid SFI SFI 16.5, 16.6, or FIA standard 8853/98 label. It should have one (1) of two (2) approved release designs
3. Latch Lever: Utilizes a lever opening away from the body in a right to left-hand movement, parallel to the lap belt with complete release of all belts. The lever should have a provision to prevent an unintentional release
4. Cam Lock: A circular handle or raised surface that turns in both directions for a motion of not less than 30 degrees before completely releasing all belts. A downward-facing tab or toggle may be used provided that its length does not extend more than ½ inch beyond the outer diameter of the release mechanism unless a provision to prevent unintentional rotation or release is provided
5. The seat belt restraint system should be installed in accordance with directions provided by the system supplier and/or manufacturer. In addition, please note the following guidelines:
 - a. Lap belts should be installed and used in such a manner that, when secured to the latching mechanism, the seat belt webbing travels in a straight, clear and free path from the belt mount through the seat opening to the latching mechanism. When the Competitor is buckled in the seat, the free end of the seat belt webbing should rest in a position clearly aligned over the seat belt webbing entering any adjustment or latch release hardware.
 - b. If a roller adjuster is used on the left lap belt it should have tension springs installed and it should be attached to and be part of the latch release mechanism directly with no webbing loop. The roller adjuster should not be attached to the lap belt mounting tab at the frame. A 3-bar slider, threaded to the manufacturer's instructions, may be used for the left lap belt length adjustment, in the absence of the roller adjuster. The 3-bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. On the right lap belt, if a roller adjuster is used, it should have tension springs installed and the adjuster may be located anywhere on the belt except at the frame mounting tab. A webbing link may be used to connect the roller adjuster to the latching mechanism. A 3-bar slider, threaded to the manufacturer's instructions, may be used for the right lap belt length adjustment, in the absence of the roller adjuster. The three-bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. Wrap-around style lap belt mounts and hook/eye bolt style mounts should not be permitted; only tab style lap belt mounts secured with a nut and bolt should be permitted

SEAT BELTS (CONT)

- c. ** See Diagrams** Shoulder belts should mount to a horizontal shoulder bar or shoulder belt bar only. Only individual shoulder harness belts should be permitted. The seat opening should be a single or double-open slot with a finished inside edge or grommet. Y-type shoulder harnesses should not be permitted. Wrap-around shoulder harness mounts should be permitted, provided the belts do not cross behind the Driver, and all the wrap-around mount style shoulder belts should be retained by a guide on the horizontal shoulder bar or shoulder belt bar to prevent lateral movement of the belt on the roll bar. Shoulder belts may cross behind the Driver, provided they use a tab-style mount and not a wrap-around mount. Each shoulder belt using a tab mount should use an individual mounting tab or a steel sleeve welded through a horizontal shoulder bar or shoulder belt bar and be secured with a minimum grade 5 nut and bolt. The seat opening should be a single, open slot with a finished inside edge or grommet where the shoulder belts cross behind the Driver. Roller adjusters on the shoulder harnesses should have tension springs installed. Sternum or cross belts using metal or hard surface hardware should not be permitted.

4.7.1 ROLL BAR DIAGRAM AND BELT DIAGRAM



- d. All belts shall be mounted with grade 5 or better hardware.
- e. All mountings shall be in accordance with the belt/harness manufactures instructions.
- f. Belts/harness' shall not pass through or near any sharp edges and be mounted according to the manufacturer's specifications. The manufacturer's label should not be located under the adjusting mechanism when the Driver is buckled in the seat and has tightened the seat belts and shoulder harness. If the label is under the adjusting mechanism, the label may be removed and relocated in a manner that does not affect the integrity of the belt material.
- g. The date of manufacture should remain visible on the belt at all times. Seat belt restraint systems should not be used beyond two (2) years after their date of manufacture
- h. The Driver should use the seat belt restraint system at all times on the Raceway. In accordance with the instructions and/or recommendations of the system supplier and/or manufacturer, as set forth above.
- i. It is recommended that each Car should be equipped with an SFI approved seat and headrest/head surround assembly displaying valid SFI labels.
- j. Holes and/or modifications that, in the judgment of GCS Officials, were made with the intent of weight reduction will not be permitted. All seat coverings and/or upholstery should be flame retardant.
- k. No mixing of brands

4.8 SEATS

1. IT IS THE RESPONSIBILITY OF THE COMPETITOR/DRIVER, NOT GCS, GCS OFFICIALS, GCS TECH, OR THE SERIES DIRECTOR, THAT HIS/HER SEAT, HEADREST/HEAD SURROUND ASSEMBLY AND ALL SEAT COMPONENTS ARE CORRECTLY INSTALLED, MAINTAINED, AND PROPERLY USED
2. It is recommended that each Car should be equipped with an approved seat and headrest/head surround assembly displaying valid SFI labels and be acceptable to GCS Officials.
3. Minimum of 16 1/2' to the center of the seat from inside of door bars
4. Holes and/or modifications that, in the judgment of GCS Officials, were made with the intent of weight reduction will not be permitted
5. All seat coverings and/or upholstery should be flame retardant
6. Seat and headrest/head surround assembly should be installed in accordance with the directions provided by the system supplier and/or manufacturer
7. A headrest/head surround assembly, acceptable to GCS Officials should be used
8. Headrests/head surround assemblies should be designated to provide rigid support around both sides of the helmet and across the back and from the forward most point of the helmet chin bar in addition to allowing extra length for forward head motion during impact. The head area of the seat must be braced from the rear
9. Optional strap-type headrest supports or nets should be equipped with a quick-release fastener accessible to the Driver
10. The upper seatback should be secured to the horizontal shoulder bar or to a bracket that is secured to the horizontal shoulder bar with a minimum of two (2) 3/8 size grade 5 (minimum) bolts with large washers
11. The seat bottom should be secured to the Car's structure with a minimum of two (2) grade 5 (minimum) bolts per side. When mounting through aluminum seats or brackets, large-diameter washers should be used
12. Rib/chest support structures, if used, should not interfere with the natural ingress and egress of the Driver from the seat. Rib/chest support structures, if used, should provide full coverage from the seatback to the front of the Driver's chest

4.9 FIRE SUPPRESSION:

1. All cracks and holes in the cockpit must be filled or covered
2. It is recommended that each Car have, within the Driver's reach, a manually controlled push or pull that activates a built-in, fully charged fire-extinguishing pressurized cylinder with a visible, operating pressure gauge. The extinguishing equipment should be fully charged with Dupont FE-36, 3M Novec 1230, or an equivalent type agent. This fire extinguisher cylinder must be securely mounted. Hose clamps, worm drive clamps, or cable ties should not be used to mount this cylinder.
3. The primary purpose of this equipment is to protect the Driver. Any Car not outfitted with a fire suppressant system must have an adequate fire extinguisher with a working pressure gauge that is clearly visible to the Driver.
4. It is recommended that each Car have an additional fire extinguishing cylinder solely dedicated to extinguishing the fuel cell area, and as an option, the same fire extinguishing cylinder may also be directed to the engine compartment.
5. All entrants should have in their garage or pit area, if any, as part of their equipment, at all times, a fully charged minimum 10 pound Class B fire extinguisher with a visible operating pressure gauge

FUEL, SHOCKS, DRIVETRAIN, COMPONENTS



SECTION 5

- FUEL SYSTEM
- COOLING SYSTEM
- SUSPENSION
- DRIVETRAIN
- BRAKES
- CARB
- ELECTRICAL
- EXHAUST

FUEL, SUSPENSION, COMPONENTS, DRIVETRAIN

5.0 FUEL CELL

GENERAL

1. A Fuel cell is required. The fuel cell must be located in the trunk between frame rails as far from the rear bumper as possible. The fuel cell must remain in a rectangle and/or square shape for measuring and calculating capacity. The fuel cell must be mounted securely in its container and centered between the frame rails. **BLADDER TYPE CELL IS HIGHLY RECOMMENDED**
2. The fuel pick-up must be positioned on the top of the fuel cell and be constructed of metal. The vent line must have a check valve within 12'-inches of the fuel cell
3. Fuel cell can min 20 guage steel
4. ****SEE FUEL CELL IN SECTION 7.3 FOR OTHER REQUIREMENTS**

5.1 FUEL LINES

1. Fuel lines must be mounted in a position to reduce damage, usually on the front side of the pump
2. Fuel Lines Fuel lines should be clearly marked and encased in metal tubing "if" installed inside the Driver's compartment
3. Fuel lines may be flexible hose or rigid as desired, but no rubber vacuum hose, clear lines, or plastic may be used. All lines must be securely fastened to the racing vehicle.
4. No plastic pressure lines

5.2 FUEL PUMP

1. Only OEM mechanical-type fuel pumps will be permitted. Fuel injection system(s) and/or electrical fuel pumps and/or any type of pressurized fuel system will not be permitted
2. Minimum fuel pump clearance (1) one inch
3. Engine compartment cross member may be notched for a minimum 1" fuel pump clearance. Remove only what is necessary for fuel pump clearance and plate this area

5.3 FUEL FILTER/FUEL SAFETY CHECK VALVE

1. Plastic and/or glass fuel filters will not be permitted
2. The use of an Oberg-style Fuel Safety Check Valve installed in the fuel line coming out of the fuel cell within the first 12 inches from the fuel cell is mandatory

5.4 FUEL

1. For the purpose of inspection, Competitors must be prepared to drain fuel upon request for inspection and/or measurement at any time.
2. Fuel coolers of any type will not be permitted.
3. **No fuel with an ethanol content of more than 15% is permitted**
4. **No performance-enhancing additives are permitted to be blended with fuel**

5.5 COOLING SYSTEM:

1. Radiator must be of stock configuration and as close to the stock location as possible
2. All Cars must have a minimum of 18-gauge fan protection covering the upper 180 degrees of the fan
3. Minimum 2-quart overflow container required
4. No radiator or fan shrouds shall protrude through the hood
5. No cooling system components inside the Driver's compartment
6. No antifreeze or dex-cool allowed

5.6 SUSPENSION

GENERAL

1. K.I.S.S. Principle, E.I.R.I, and S.O.C. ALWAYS in effect
2. All components must remain in stock and in stock location, except where otherwise stated.

SUSPENSION (CONT)

3. Front upper a-arms may be replaced with one-piece tubular replacement a-arms with a maximum length of 9 inches, w/bushed shafts only, mounted to the original a-arm mounting pad
4. Rear trailing arms must be stamped one-piece OEM type with no mono-balls or bearings
5. Non-offset bushings of rubber or urethane maintaining stock dimensions only in rear suspension arms
6. Rear suspension: bushings at control arms and rear-end must be stock style and design, full-width poly
7. or rubber (no heims or spherical bushings)
8. Chains on the rear end must allow travel of 2" past ride height rule, all front suspension must allow travel of 2" past ride heights rule

5.7 SHOCKS PLEASE READ:

GENERAL:

1. No exotic internals, internals from a non legal brand, or elaborate shocks allowed. All shocks should mirror the function and components of an off-the-shelf/stock shock.
2. \$210.00, all in shock cost.
3. No Schrader valves, nor method to charge with gas or bladder type valve allowed. IMCA valve approved
4. Applying the "Keep it Simple" principle, the thought process for shocks should be brand, compression, and rebound. Any attempt to circumvent the shock rules will result in the following:
 - a. 13-month suspension from GCS and the Mid-Am Racing Series
 - b. \$1,000 fine to re-enter GCS and the Mid-Am Racing Series
 - c. A press release with confiscated shocks containing an article on why they are detrimental.

5.7.1 SHOCK TECH

1. All shock absorbers will have a min of 2" inches of travel (compression and rebound) in mounted position at all times and must have full compression and rebound when unmounted from the Car.
2. The front of the Car will be pushed down to the ground by GCS Staff and held in place.
3. Once released, the Car will have 13 seconds to be at both a legal frame height and legal body height requirements, with the Driver in the Car
4. Shocks may be impounded during or after any Event for dyno testing or disassembly to ensure compliance.
5. Shocks may be protested.

5.7.2 Approved shocks for 2024

- o PRO SB Series
- o QA1 26,50, 51, 55, 5Q (5Q75-1), and 70 series
- o PRO TA Series
- o Bilstein SG & SZ series
- o Carrera/AFCO 10,14,15,24 and 7400 series.

5.8 SPRINGS

1. Spring must be magnetic steel
2. One minimum 5"x8 1/2" coil spring per corner
3. No trick or progressive rate springs

5.9 SCREW JACKS

1. One Screw type (screw jack) adjuster is allowed per wheel front and rear

5.10 HUBS:

1. Approved safety hubs are required
2. Front and rear full-faced steel hubs only

5.11 BALL JOINTS

1. Stock pin length for bottom ball joint only
2. 1/2 inch length allowance for top ball joint

Approved HOWE ball joints for 2024*

- | | |
|--------------------|--------------------|
| ○ UPPER: | ○ Lower: |
| ▪ 22302 (complete) | ▪ 22420 (complete) |
| ▪ 22360 (0 stud) | ▪ 22470 (stud) |
| ▪ 22365 (+.5 stud) | |

***Must be stock mounting style, of stock dimension, plus allowed alterations, and mount without any control arm alterations.**

5.12 STEERING

1. OEM steering boxes and metric linkage
2. Stock type non-adjustable center link, idler arm, and pitman arm
3. Spindles must maintain GM OEM Metric dimensions, geometry, and appearance.
4. Outer tie rod ends only, maybe 1/2" or 5/8"x5/8" Chromoly or aircraft-type heim joint with aluminum sleeves
5. No heim joints except for outer tie rod ends
6. Quick steer devices are permitted
7. Safety padding in the steering wheel is required
8. Impact collar in steering shaft required
9. Aftermarket steering shaft must-have safety sleeve

DRIVE TRAIN

5.13 DRIVESHAFT:

1. Driveshaft must be equipped with a safety strap
2. Driveshaft must be painted white or a bright reflective color
3. Drive shafts shall be magnetic steel or aluminum only with a minimum diameter of 2 1/2"

5.14 TRANSMISSION:

1. Synchronized manual Chrysler, Ford, and GM OEM 3 or 4-speed transmissions allowed.
2. All forward and reverse gears must be functional as manufactured
3. No spur cut, phase tooth, dogtooth, or internal clutch transmissions are allowed
4. OEM automatic transmissions with factory cases only
5. Automatics must have a scatter shield for the flex plate and working internal front pump
6. No aluminum front drum or reverse ring gear in automatic transmissions
7. No external lightening or alterations except engagement and shifting modifications

5.15 CLUTCH/BELL HOUSING/FLYWHEEL

1. Clutch and pressure plate may be stock production-minimum 10 1/2" diameter
2. Multi-disc, open style, button type, 7 1/4" minimum diameter clutch assemblies with OEM type full-face flex plate allowed. No spoke-type flex plates
3. Single disc, full cover, 8 1/2" minimum diameter clutch assemblies with OEM type flex plate allowed
4. Flywheel must be full-face steel or aluminum only. No spoke-type, cut down, or lightened flywheels or flexplates
5. Steel blow proof bell housing mandatory with clutches over 7 1/4" diameter
6. The Clutch and flywheel/flexplate must be clearly visible for inspection

5.16 REAR-END:

1. Rear ends must be a passenger car, light truck (1/2 ton or less), or quick change. Quick change must have a minimum ring gear diameter of 10"
2. Iron or steel carriers and housings on passenger car and light truck rear end.
3. No aluminum or lightweight axle tubes
4. Magnesium or aluminum quick-change rear ends are allowed with aluminum bells. No titanium or other exotic metal is allowed in the rear end. All shafts and gears must be magnetic steel
5. Rear ends must be locked (recommend spool lock)
6. No traction control devices or traction compensating differentials.
7. Full floater rear end is mandatory. All floater parts must be steel. With the exception of the drive flange.
8. No gun-drilled axles.
9. Rear camber is not allowed

5.17 BRAKES

GENERAL: All Cars must have four-wheel foot-operated hydraulic brakes in good working order with no shut-off or cut-off valves or traction control devices in the brake system

1. Hub mounted wheel fan allowed in 2024
2. Stock-type, cast-iron brake calipers only that are unlightened
3. A brake-metering valve may be used
4. One adjuster allowed for brakes
5. Brake ducting is permitted, front only. Electric blowers permitted for front with one switch.
6. Aftermarket mounting brackets may be used on the rear axle
7. No torque-transferring caliper floater devices
8. No re-circulators
9. No self-aligning, scalloped, slotted, or drilled rotors

5.18 ENGINE OPTIONS

GENERAL:

1. Ford and Mopar call GCS Tech for approval and have all specs ready to discuss
2. NO exotic material is allowed in the engine or engine components
3. K.I.S.S. Principle, E.I.R.I, and S.O.C. ALWAYS in effect

ENGINES (CONT)

5.19 CRATE ENGINE

1. CHEVROLET PERFORMANCE PART NUMBER 88958602/19258602 are the only Crate engines allowed. The sealed engines must remain intact, must meet all GM specifications, and not be tampered with. GCS will consider any engine with tampered seals to be an "open" motor subject to standard tech process.
2. No changes are allowed to the engine (intake manifold, heads, valve covers, oil pan, harmonic balancer or any other part/or parts on/or in the engine.)
3. GCS reserves the right to request a competitor remove the subject engine to send to a third party for analysis
4. MSD Soft Touch Rev Control Part No. 018-8728 with a maximum 6200 chip required
5. Legal Holley 4 bbl 650 #80541-1 must be used
6. Only GCS legal headers must be used
7. GM rates the 602 crate engine at 350 hp @ 5000 rpm and 390 ft lbs torque @ 3800 rpm and when engine dynoed, cannot rate at more than 2% above stock specs otherwise it will be deemed illegal and banned from the series

5.20 NON CRATE ENGINE

1. American-made production V-8 engines only. No V-6 or 4 cylinders
2. Must be production cast-iron block with standard external measurements, no grinding or lightening
3. Maximum cubic inches 360 GM and Ford, 366 Mopar
4. No aluminum blocks are permitted. Stock production only
5. No 'Bowtie', 'SVO', or 'R' blocks (exceptions GM cast # 1005482, Ford
6. 'B351' & 'M351', Mopar P5249515 & P5249447 59-degree standard tappet bore)
7. Removal of Identifying Marks, casting marks, casting numbers, or any other identifying marks or numbers on any engine part will automatically render that part illegal

5.21 CRANKS:

1. Minimum 50-lb. sportsman-type magnetic cranks only
2. Stock stroke for the block
3. Unaltered except for normal cleanup and balancing
4. Cranks should not be gun-drilled, contoured, or sculptured

5.22 RODS:

1. Magnetic steel-type connecting rods only
2. No titanium OR aluminum rods
3. 6.0" maximum length. 560 grams minimum weight

5.23 PISTONS:

1. Any flat top or reverse dome (dished) piston may be used
2. No portion of the piston may protrude above the top of the block

5.24 CAMSHAFT & VALVETRAIN:

1. Any magnetic steel camshaft with a maximum 1/2" (.500) lift measured at the valve retainer
2. Stock diameter magnetic steel hydraulic or solid flat tappets only
3. No mushroom or roller tappets, or rev kits
4. Standard timing chain only. No gear drive or belt drive.
5. Full roller rocker arms allowed

ENGINES (CONT)

5.25 HEADS:

1. Cylinder heads must be a stock steel production only. Vortec "906" and "062" only,
2. No stud girdles or Jesel system
3. No angle plug, bowtie, or 461X heads. No aftermarket heads.
4. Limited to two valves per cylinder
5. The combustion chamber, intake, and exhaust ports must be in the original 'as cast' configuration.
6. Three-angle valve job permitted
7. Valves must be stock size, in-stock location, and at a stock angle
8. Maximum valve diameter measured across the face: Intake 2.02"; exhaust 1.60". GM Vortec intake
9. 1.94"; exhaust 1.50"
10. Stock production valve spring diameter only. No Beehive springs allowed
11. Screw-in studs and guide plates allowed
12. 10.8:1 maximum compression ratio as measured on the 'whistler'

5.26 INTAKE MANIFOLD:

1. Aluminum intakes unmodified in any way include GM; GM PN 12366573, Edelbrock 2101, 7101 & 7116. Wieand 7546 or 7547. Ford; (N351 or OE Windsor head) M-9424-C358, M-9424-Z351, Edelbrock 2181 or 7181 or (OE Windsor head) 2980, 2981. Mopar; Edelbrock 2176 or 2915. W2 head must use Wieand 8015
2. Cooling bleed lines allowed

5.27 OIL SYSTEM:

1. Aftermarket oil pans and breathers are allowed
2. The oil pump must remain in stock location. NO dry sumps
3. Single-stage external pump as OE replacement on Ford only
4. Oil coolers are allowed outside of the Driver's compartment only
5. A 3/4" pipe plug inspection hole must be installed in the oil pan and easily accessible for inspection purposes. The inability to determine crankcase components will result in oil pan removal
6. If a windage tray is used an inspection hole must be provided through it
7. 'Aeroquip' type oil lines only

5.28 PLACEMENT AND SETBACK:

- The engine must be centered between frame rails
- Minimum engine crankshaft height 13 inches at 6-inch frame height
- Engine compartment cross member may be notched for a minimum 1" fuel pump clearance. Ford engines may notch the front cross member for the oil pan and filter and remove only what is necessary for clearance and plate in this area
- Maximum setback from top steering box mounting bolt measured to back of block mounting surface: GM-33 1/2", all others-35"

5.29 CARBURETOR/SPACER

1. One Holley 4779 (non-aluminum) carburetor is allowed (NO HP CARBS)
2. Holley 4412 carburetor on 'blended Cars' must be pre-approved
3. The carb must pass top and bottom dimension tool specs
4. The choke horn may be removed with straight cuts only. No other visible milling, filing, or modifications are allowed on or inside the carb. *Please ask if there are questions do not assume*
5. Standard boosters only and must be tightly mounted. No annular boosters.
6. Epoxying or safety wiring of boosters is recommended
7. No vacuum leaks. No turtles or other induction performance-enhancing devices. No other systems are allowed
8. Two (2) return springs are mandatory. An over-center throttle stop is recommended.
9. May use single or multi-bore straight-bore spacer
10. The maximum height for a spacer is 1 1/4" including gaskets
11. (2) two holes on each side for metering blocks. No 3 hole setups

5.30 ELECTRICAL

1. On/Off battery disconnect switch, should be located on the center bar as far forward toward the dash as the Driver can reach and be easily accessible from either side
2. Maximum 12-volt electrical system with one battery only
3. The battery must be securely mounted outside the Driver's compartment
4. Starter, in good working order, must be mounted in OEM position
5. All Cars must be capable of starting under their own power

5.31 EXHAUST

1. Maximum 1 5/8" over or under chassis, single pipe collector, spec header only.
2. No stainless-steel collectors
3. No 180 degree or step headers
4. Cannot extend more than 1/2 inch from the body
5. 3" maximum exhaust before muffler or 'Y'
6. Must exit behind Driver under Car or body panels
7. No body panel modifications for exhaust
8. Mufflers are mandatory. Maximum of 2 mufflers allowed. 100dB noise level.
9. Side exhaust exiting no higher than 3" from the bottom of the rocker panel, is allowed
10. Spec header numbers:
 - a. GM; Cyclone 10S10, Black Jack 93020, Schoenfeld 135, 145 or 185, Hedman Hustler direct #15800
 - b. Ford; Howe H-3020 or 380-1, Dynatech 04-64500, Shoenfeld 335, 335N any other headers will need to be pre-approved by GCS Tech
 - c. Mopar; Schoenfeld 455, Dynatech 35-14520

WEIGHTS, MEASUREMENTS, BODY, WHEELS



SECTION 6

- WEIGHTS
- BALLAST
- TRACK WIDTH
- RIDE HEIGHT
- BODY
- WHEELS, SPACERS, TIRES

WEIGHT & MEASUREMENTS

6.0 GENERAL:

1. All weight, frame, and body measurements are taken with the Driver seated in the Car
2. Weights for engines other than the traditional GCS Racing Series engine may be adjusted for competition and must be approved by GCS officials
3. Cars must meet all the applicable rules of either their local Area Sportsman rulebook OR GCS Racing Series rules. No mixing of rules packages is permitted

6.1 WEIGHTS:

1. **GCS** minimum starting **3,000-pound** base weight in competition trim at any time during competition on GCS approved scales with the Driver sitting upright in the seat.
 - a. Upper control arm mounts not in approved location PLUS 50 pounds per side altered. See section 7.1 for approved mounting
2. 602 Crate Engine in GCS **2,900-pound base weight** in competition trim at any time during competition on GCS Racing Series approved scales with the Driver sitting upright in the seat
3. Pre-Approved: Area Sportsman **3100-pound** base weight in competition trim at any time during competition on GCS approved scales with the Driver sitting upright in the seat
 - a. LaCrosse 9:1 3100 lbs. can use approved headers and carb with no weight penalty
 - b. Area Sportsman utilizing GCS approved headers PLUS 25 pounds
 - c. Area Sportsman utilizing GCS 4779 carburetor PLUS 75 pounds
 - d. Area Sportsman utilizing World Products Head part# SR1052, Thunder Head #167270, Dart Iron Eagle SS PLUS 25 pounds
 - e. Area Sportsman utilizing GM 602 Crate Engine MINUS 100 pounds
4. Gas allowance: ½ pound per lap on small Raceways (below 1/2 mile in size) and 1 pound per lap on large Raceways (1/2 half-mile and above) and Road Courses

6.2 PERCENTAGES

1. Maximum left side weight 58% of the total weight.
2. Area Sportsman 52% front weight

6.3 BALLAST

1. **Must be lead no Tungsten**
2. There is a \$10 per pound fine for any lead that is mounted loose or falls off car on track at any time and may results in disqualification .
3. All weights must be bolted to the frame or roll cage
4. All weight must be painted white or bright reflective color
5. All weight must have the Car number on it and may not pass tech if this is not completed
6. No Driver-adjustable weight
7. Weights behind rear tires must be installed with a minimum ground clearance of 11 inches, in front of rear tires, 6 inches. The body panels must conceal them
8. Weights behind rear tires must have a minimum of 2 (two) 1/2 inch grade 5 or higher bolts or 1/2inch threaded rod and secured with nylock nuts or must be double nutted

6.4 TRACK WIDTH

- **GCS** LEGAL IS 62 1/2"

6.5 FRAME RIDE HEIGHTS

- GCS LEGAL CARS 6" MEASURE WITH DRIVER IN CAR

BODY:

6.6 GENERAL

1. **K.I.S.S. Principle, E.I.R.I, and S.O.C. ALWAYS in effect**
2. **No mixing of body panels without prior GCS approval**
3. All bodies are subject to the GCS and manufacturers' guidelines, templates & measurements. All bodies must have the stock body lines. No slanting, angling, or lowering.
4. Any sort of Panning, shelving, or tunneling of the car is not permitted.
5. No louvers or vents in the fenders, doors, or quarter panels. No fins, vortex generators, vertical lips, or wicker bills anywhere on the body.
6. Wheel wells may be enlarged for tire clearance only
7. Aluminum door panels allowed
8. All Fabricated panels must retain stock appearance and dimensions
9. All body, frame, and weight measurements are taken with Driver in Car in Driver's seat

6.6.1 APPROVED BODIES:

1. The 2020 Five Star North American Sportsman Body is approved for competition in GCS.
2. The previously approved 2009 – 2019 NGB Body family from AR Bodies and the S2 Body family from Five Star still legal for competition
3. AR asphalt street stock/sportsman bodies approved w/GCS specs. All previously legal bodies (pre-2009) are still legal for competition
4. No mixing of body panels without prior GCS approval

6.6.2 GLASS/LEXAN:

1. Clear glass or Lexan windshield, rear window & quarter windows are required with the exception of dirt races. Glass/Lexan windshield can be removed. Screen to replace windshield
2. Windshield must have a minimum of three upright braces 3/8" steel or aluminum
3. Windshield angle as specified by body manufacturer
4. 'B' pillar wings must be perpendicular to or angled back from pillar inward

6.6.3 SPOILERS/BUMPERS/TOW HOOKS:

1. A maximum 5"x 60" rear spoiler, measured on the backside, may be mounted on the trunk lid only and may not have sides or lips
2. AR Bodies or Five Star "wing" may be used mounted, thin edge of blade up, w/o modification, the rear edge of up-rights flush with the rear edge of bumper cover to not ahead of bumper cover/quarter seam and may adjust only within manufacturer limits
3. All front and rear bars must be concealed
4. Stock-appearing bumpers or bumper covers are mandatory.
5. The front bumper must be in stock location and no wider than the front tires
6. Front bumper valance may only be a single layer and may only be a maximum 3/16" thick and may be only a maximum of 3" tall
7. Mandatory front and rear tow hooks, cables or straps must be within easy reach of the Safety/Raceway crews and be made of a material that will not break when the Car is being removed from the Raceway

6.6.4 HOOD/TRUNK/ROOF/DOORS/PANELS:

1. The Hood must be sealed and flat or near flat with no bubbles, scoops, or pushed-up centers
2. Pin-type hood and trunk fasteners only.
3. No chained or bolted hoods or trunks
4. Two (2) 1/2" roof aero strips are allowed. No aero strips are allowed on rear window
5. Rub rails must be securely mounted, trimmed and/or capped. No pointed edges
6. Side exhaust tail pipe savers with a flange must be flattened

6.6.5 MINIMUM HEIGHT MEASUREMENTS:

1. Side window opening, measured from the 'B' pillar forward, must be a minimum of 31"
2. The minimum roof height is 51"
3. The front spoiler and lowest point of the body may be no lower than 5" from the ground.
4. The body, frame, ballast, fuel cell, etc. behind the rear tires must be a minimum of 11" off the ground

6.6.6 AIR INTAKE:

1. Maximum 21/2" X 20" air box opening
2. Remove only bottom of opening in panel leaving lip on all sides allowed
3. Hood, fender, cowl and windshield area must be sealed
4. No Cowled hoods

6.6.7 INTERIOR

1. Interior sheet metal from the top drive shaft tunnel must remain flat or rise on a plane to passenger window opening with a maximum 4" window ledge
2. No 'boxed in' or 'tunneled' Driver's compartments
3. No plastic or composite material may be used inside the Driver's compartment.
4. The Driver's compartment must be fully enclosed around the Driver
5. A securely mounted, 1/8 inch steel or 3/16 inch aluminum one piece protective plate wrapping around left side of the drive shaft from floor bottom over the shaft to a line parallel to the right edge of the shaft and extending from the back of the transmission to the back of the Driver's seat is mandatory

6.7 WHEELS, SPACERS, AND TIRES

1. 8" steel racing design wheels only (no single center)
2. Minimum weight 19 pounds clean weight
3. 2" minimum backspacing (offset)
4. 5/8" solid steel studs must be installed with correct press fit. No welding of studs. Stud length must be at least flush with outside edge of lug nut
5. Wheel mounting surface must be a minimum 7" diameter, full face, steel hub or a minimum 7" diameter x 3/16" formed steel or 7"x 1/4" flat steel, full-faced support plate or spacer
6. Minimum 1" solid steel lug nuts
7. No air bleeding devices
8. Wheel covers are allowed on dirt Events, but no bead locks.
9. Single Spacers (no multiple spacers) must be magnetic steel with a thickness more than 1/4". Minimum diameter for any spacer is 7"
10. D800 Hoosier tires are the official tire of GCS and the only tires allowed at asphalt races

CHASSIS & BUILD SPECS



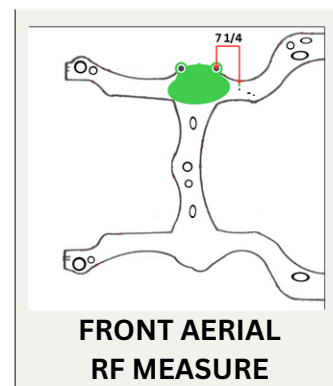
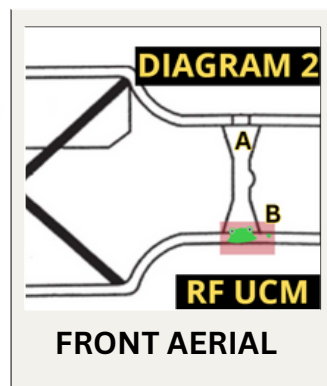
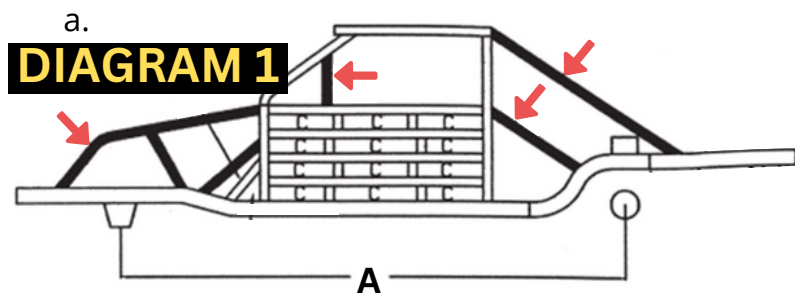
SECTION 7

- FRONT CHASSIS
- CENTER CHASSIS
- REAR CHASSIS

CHASSIS AND CONSTRUCTION

7.0 GENERAL

1. **K.I.S.S. Principle, E.I.R.I, and S.O.C. ALWAYS in effect**
2. 108" GM Metric frame from MY 78-88 (**Diagram 1A**). Call to discuss Johnson City, DCA, and other aftermarket chassis.
3. All competing cars must have a full perimeter roll cage to compete
4. NO 'laid-back' or offset roll cages. Any cage not conforming to the rulebook will need to speak with GCS Tech for pre-approval. You may not be allowed to compete by just showing up to an Event with a non-approved cage.
5. NO Chromoly or exotic materials allowed.
6. All right angles should be gusseted.
7. Frames must be plated on the inside of frame rails
8. Engine compartment hoop and rear main hoop supports are mandatory
9. No frame lightening will be allowed, such as hole drilling, acid dipping, etc
10. Rusted or damaged areas may be repaired or replaced but must match the original design and size.
11. All cars must have a full 4-point roll cage mounted to the main frame. All tubing listed or shown and within the cage must be constructed with a minimum 1-3/4"x .095 wall round DOM or EW steel tubing unless otherwise stated.
12. All cages must have these support bars:



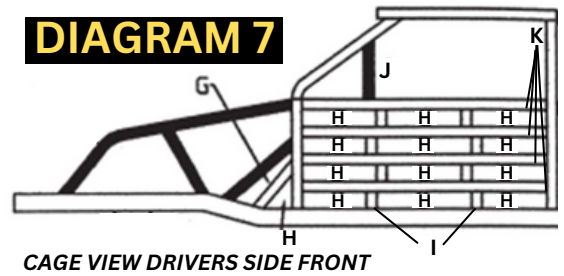
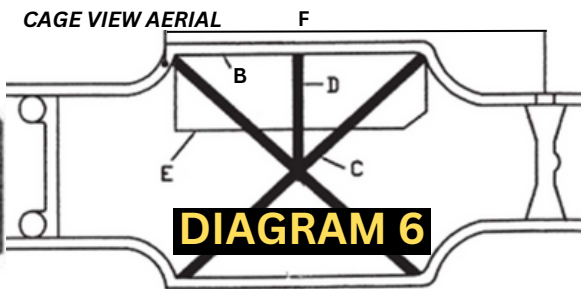
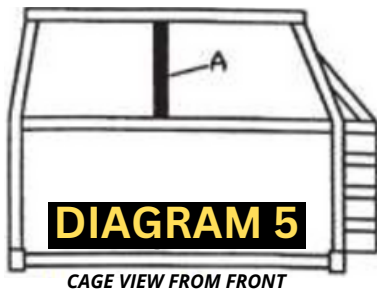
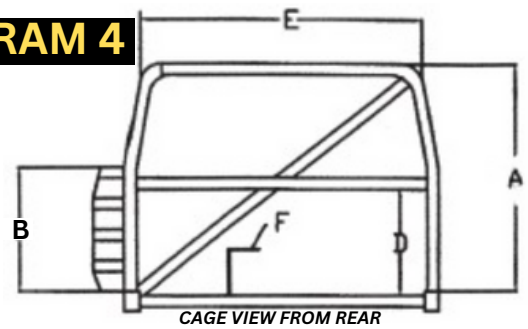
7.1 FRONT CHASSIS:

1. Front cross member may be notched for fuel pump, power steering pump, and oil filter. Minimum fuel pump clearance 1" (**Diagram 2A**) The top half of the cross member may be removed and re-plated 3/4" for oil pan clearance. (**Diagram 2A**)
2. Factory frame horns must extend 23 1/2" minimum from the top of the spring center forward.
3. Upper Control Arm Mounts (location shown on Diagram 2A) distance from measuring hole on frame to rear facing upper control arm mount hole is 7 1/4 inches plus or minus 1/4 (Diagram 3A)
4. Front suspension upper A-arm mounting pad may be pivoted on the frame but must remain inside the spring bolt as a one-piece stock appearing mount.
5. Must have visible anti-dive
6. Aftermarket upper control arm mount available through Progress Manufacturing (Part Number MA-023-001). Contact RJ at 262-744-2609. Stock mount and Progress mount are only options for 2024.

7.2 CENTER CHASSIS

1. Main hoop (vertical to frame) 39" high **(Diagram 4A)**
2. Door bar height minimum 20" from top of frame and should be flush to door panel **(B)**
3. Cross bar recommended height 20"
4. The roof hoop (halo bar) and main hoop should be mounted as close to the roof as possible.
5. 1/8" steel or 3/16" aluminum driveshaft protection required **(F)**
6. The front of the cage must have at least two (2) cross supports side-to-side, one at a dash level and one at the roof. Minimum 1 3/4"x .095. **(D)**
7. The roof hoop (halo bar) minimum of 39" wide, 32" long, and should be a safe distance from the driver's head and padded. **(E)**

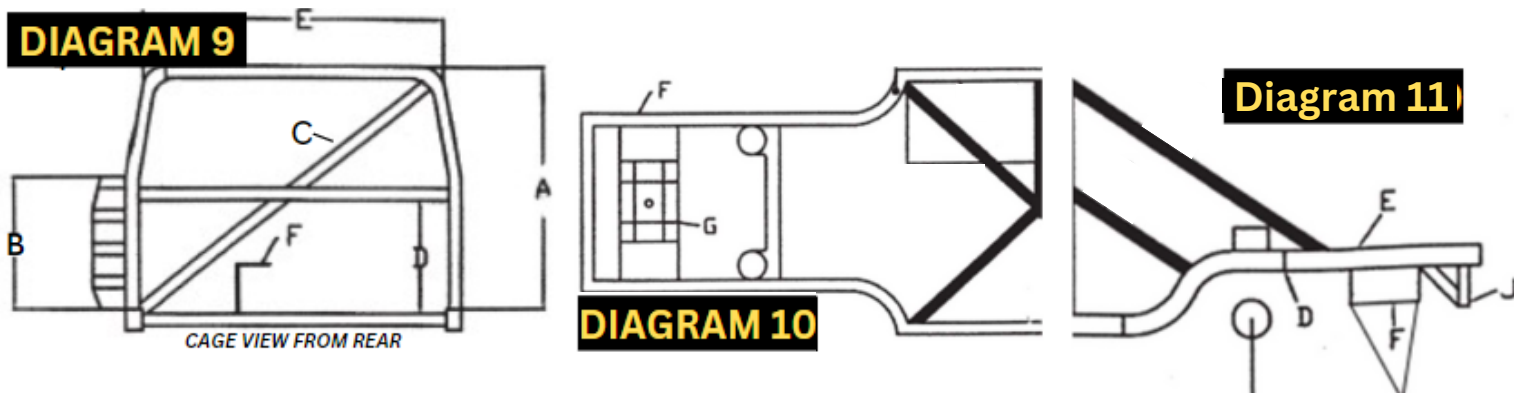
DIAGRAM 4



1. Minimum 1 1/2" .095 dash bar to halo required **(Diagram 5A)**
2. Frame plating material (4"x1/8") flat strap steel **(Diagram 6B)**
3. Frames must be cross-braced or X-ed through the center **(Diagram 6C)**
4. Driver compartment safety bar (same material as X) **(Diagram 6D)**
5. Floorplate 1/8" steel plate minimum 20" width at seat **(Diagram 6E)**
6. Roll cage main hoop set back 82 1/2", measure from center of the lower ball joint to back of main hoop tubing **(Diagram 6F)**
7. Foot protection bars are required. A perimeter foot protection bar from the outside edge of door bars forward and curving into the frame is required. **(Diagram 7G)**
8. All drivers' door bars must be plated from the frame to the top of the top door bar with 1/8 plating minimum **(Diagram 7H)**
9. Driver side door bars must have a minimum of two (2) upright bars between each door bar **(I)**
10. 1 1/2 x .065 Wing window bars are mandatory on both sides, mounted 10" from the front corner upright and perpendicular to the door bar **(Diagram 7J)**
11. Four (4) driver-side door bars mounted flush with the outer door panel are mandatory **(Diagram 7K)**
12. The passenger side door must have three (3) door bars mounted no closer to the driver than the center of the passenger side frame rail. **(Diagram 8)**
13. Side halo bars must be centered with frame rails **(Diagram 8)**
14. **NOTE: X-braces must tie into the original frame, not frame plating**



7.3 REAR CHASSIS



1. All OEM areas of the frame may not be altered or changed from the original OEM design.
2. Minimal alterations allowed for tie rod, lower a-frame, and rear axle clearance.
3. The main hoop behind the driver must be diagonally cross-braced from the left frame rail without bends and securely welded on both ends (Diagram 9C)
4. The rear tail section may be replaced beginning 5 inches behind the rear axle centerline (Diagram 10)
5. Outer spring skirts may be trimmed a MAX of 2 1/2" up and 7" long to aid spring change. A minimal amount may be removed and re-plated for shock clearance.
6. Rear trailing arm mounts must measure 3 1/4" from the bottom of the axle tube to the center of the lowest hole. The center of the bushing must be under the center of the axle tube.
7. Aftermarket rear trailing arm mounts available through Oval Engineering. Contact Dave Gentile at 815-693-9287.
8. Rear upper control arm mounting (shelf) may be raised a MAX of 1" with no other alterations.

7.3.1 FUEL CELL:

1. MIN 4 Fuel cell safety straps 1" X 1 1/8" steel or 3/16" aluminum straps (2 in each direction) with MIN grade 5 hardware (**Diagram 9G**)
2. Fuel cell and all components ground clearance of 11."
3. Braced .065 fuel cell guard required
4. Fuel cell guard MIN 9 1/2" ground clearance. Nothing else may be mounted to cell guard.
5. Fuel cell MUST have 1/8" steel or 3/16" aluminum covering the front and rear surface of cell can.
6. Plastic cells must be surrounded by 1/8" steel plating
7. MIN clearance between the cell and guard hoop is 1 1/2"
8. Stock farm from this point forward (**Diagram 10D**)
9. Rear tail section (2X3" X .095 wall steel tubing OR 2x2" X .095 ok with dual rail (**Diagram 10E**))
10. **SEE SECTION 5.0 FUEL CELL FOR ACTUAL FUEL CELL REQUIREMENTS**

8.0 AREA SPORTSMAN QUICK REVIEW PAGE

DISCLAIMERS:

GENERAL

1. As Sportsman style rules vary greatly track by track, GCS reserves the right to adjust rules regarding visiting Area Sportsman cars for fair competition. If your car is deemed to have parts or alterations that GCS determines are outside of the normal scope of Area Sportsman rules or do not represent what GCS defines as Sportsman Racing, you may not be allowed to compete, or you may be mandated an additional weight penalty.
2. **We highly encourage every Area Sportsman competitor to read the GCS rule book and discuss variances with GCS Tech prior to any Event. We will do our best to work with you before the event.**
3. ***ALL AREA SPORTSMAN CARS ARE REQUIRED TO CHECK IN WITH TECH FOR INSPECTION AS SOON AS POSSIBLE AFTER THE PIT GATES OPEN**

CAR EXCLUSIONS FROM GCS:

1. There are NO provisions for any engine package outside of the GCS rule set
2. GCS does not permit cars that are 116" or larger
3. GCS does not permit laid-back or offset cages
4. GCS does not permit Chromoly or any other exotic materials allowed in cages
5. GCS does not permit titanium or any other exotic materials allowed in engines
6. GCS does not permit rear shelves that have been raised more than 1 inch.

WHEN AREA SPORTSMAN RULES DO NOT APPLY:

The following will supersede Area Sportsman rules at GCS Events:

1. ALL GCS SAFETY RULES
2. ALL GCS FUEL CELL RULES
3. ALL GCS SPRING/SHOCK/SHOCK TECH RULES
4. ALL GCS REAR-END RULES
5. ALL GCS WHEEL, TIRE, AND SPACER RULES

TRACK WIDTH/RIDE HEIGHT

1. 63 1/2" (Max width, no exceptions)
2. Area Sportsman ride height is 4 3/4"

BASE WEIGHTS

1. Area Sportsman 3100-pound base weight in competition trim at any time during competition on GCS approved scales with the Driver sitting upright in the seat
2. 52% front weight
3. LaCrosse 9:1 3100 lbs. can use approved headers and carb with no weight penalty
4. Area Sportsman utilizing GCS approved headers PLUS 25 pounds
5. Area Sportsman utilizing GCS 4779 carburetor PLUS 75 pounds
6. Area Sportsman utilizing World Products Head part# SR1052, Thunder Head #167270, Dart Iron Eagle SS PLUS 25 pounds
7. Area Sportsman utilizing metric style brakes MINUS 25 pounds

WEIGHT SUBTRACTIONS

1. 602 Crate MINUS 100 pounds
2. Gas allowance: 1/2 pound per lap on small Raceways (below 1/2 mile in size) and 1 pound per lap on large Raceways (1/2 half-mile and above) and Road Courses.