

NCSI

NOBLES COUNTY SPEEDWAY INCORPORATED

SPORTSMAN RULES 2011

GENERAL RULES

1. NCSI Race Rules shall apply.
2. NCSI officials are in charge of the event; any competitor may be disqualified for rules violations, hazardous equipment or hazardous actions at the discretion of our track officials.
3. All vehicles are subject to inspection at any time by NCSI inspectors.
4. Approval of any racecar by a NCSI official shall mean that the vehicle is approved to participate in a competitive event and shall not be construed in any way to mean that the inspected vehicle is guaranteed mechanically sound or safe. NCSI or any NCSI official shall not be liable for any mechanical failure nor for any losses, injuries or death resulting from it.
5. Drivers, owners, and crewmembers will conduct themselves as professionals. Any unsportsmanlike conduct by drivers, owners, and/or pit crewmembers shall be grounds for disqualification and/or punitive action by the NCSI. This will be strictly enforced.
NOTE: Drivers are responsible for the conduct and actions of their owners and pit crewmembers.
6. Drivers or pit members prior to, or during a NCSI event will consume **NO** alcoholic beverages. Any use, distribution or sale of any illegal drug will result in immediate suspension from NCSI events.
7. All drivers must be at least 16 years of age (proof of age is required). Drivers under 18 years of age must have a signed and notarized Parental Consent Form by parent or legal guardian. The required form must be given to the NCSI official before the individual can participate in any event.
8. NCSI track points are awarded to the driver in the sportsman class.
9. All drivers in this class must purchase of NCSI license at the cost of \$40.00 to run in this class.
10. Heat races – less than 10 cars, one heat race and feature, greater than 10 cars, two heat races and feature, lineup for heats and feature will be based on point average, lower point average to front, higher point average in back.

CAR AND BODY

1. 1960 or newer American made passenger automobile with factory steel top solid tops. No station wagons, convertibles, front-wheel drive or rear engine cars are allowed.
2. 108" wheelbase minimum and equal on both sides, unibodies must be tied rear frame to front frame. **NOTE:** no Camaro, Firebird and Mustang allowed.
3. All bodies must be steel and strictly stock, fully in tacked and unaltered. All hoods and trunks must be securely fastened with hood pins. No hood or trunk latches, no chains or bolts are allowed to secure hood or trunk. No aluminum hoods allowed. **NO** after market nose pieces or homemade nosepieces are allowed. 6 inch maximum sun visors allowed.
4. No moving or changing windshield posts or quarter panel post. No altering or channeling of the body is allowed. Nothing is allowed to alter the stock appearance such as wings, spoilers, skirts or air scoops.
5. All chrome, glass, upholstery, front and rear seats, lights, mirrors, and chrome must be removed.
6. All doors must be secured shut.
7. Full floorboards must remain intact. Rust holes in the floorboards may not be removed but will be metal over.
8. A full visible metal firewall must separate the driver from the fuel cell and trunk area.
9. Firewall between engine and driver must be in stock position. Any holes in the firewall must be covered.
10. Inner wheel wells front and rear must be stock. If inner wheel wells are plastic they must be removed, if they are metal it is an option on front only.
11. All cars must have a racing seat that is fastened to the roll cage. Bolting to the floor is **NOT ALLOWED**. Seat must be no farther back than "B" pillar
12. All stock gas tanks must be removed. A 22 gallon maximum fuel cell in a metal container is required. It must be mounted above the rear frame rails. Four steel straps mounted to the frame on roll cage and fuel cell must secure the tank. Check valve or rollover valve required. Flapper valve required.
13. 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 the drive shaft. Drive shafts must be stock and painted white.

14. Brakes on all four wheels are required and they must work. No brake shut-off devices are allowed. No rear disc brakes or after market brake pedal assemblies are allowed. No aluminum brake drums. Stock master cylinders and in stock location.

15. No computers allowed on the car.

16. Overall weight of car must be 3200 pounds. Added ballast must be in front half of car, not in drivers compartment, painted white and mounted with ½ inch bolts.

17. OEM steel bumpers must be in stock locations. Rear bumpers must be capped to fender. No reinforcement of bumpers is allowed.

18. No pipes outside the car except for ¾" x 1 ½" square tubing maximum, length of pipe is from wheel to wheel. This is not required but allowed.

DRIVERS EQUIPMENT

1. Five-point safety belt, (sub belt, shoulder harness, and lap belt), helmet, (Snell SA2000 minimum must accompany car at tech area), fire suit, neck brace, fire resistant gloves, and fire resistant shoes are required. Roll bar padding is recommended in the driver's compartment.

2. Driver's window net mandatory and mounted to roll cage. Three ¼ inch diameter windshield bars in front of driver required.

3. Detachable steering wheel is optional.

4. Car numbers must be 24" in height and 3" wide on sides of the car, number on top roof must be at least 18" in height and 3" wide, car must have at least 4" number on front and back of car so drivers can read.

5. Steering column must be double knuckled or collapsible shaft.

SUSPENSION

1. Must be OEM suspension. No add-on quick steer boxes.

No altering or changing suspension or steering

All components must match frame

2. No racing shocks, springs, etc.

Rear pigtail springs only.

Shocks mounted in factory location only

3. No spacers, lumber or chains allowed.

TRANSMISSION- REAR END

1. OEM automatic transmission with OEM working 11 inch 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 and reverse in all gears. No powerglides
2. Manual transmission must have all gears and a minimum 10 ½ inch diameter clutch.
3. Passenger car rear end only. Ford 9 inch with drum brakes is allowed but must be like stock rearend. Any gear ratio is allowed. May use 10 bolt rear end in metric cars. No truck rearends. Upper mounts on rear end must be level and lower mounts must be OEM and match frame. No lighting or altering of rear end components. Mini spools allowed

WHEELS AND TIRES

1. 205/70 or 75 passenger car tires 14 or 15 inch. All tires must be the same size.
2. No mud, racing, snow, fancy, exotic, trick gumball tires allowed.
3. No magnesium or stock factory wheels allowed. ½” wheel studs are recommended. One inch (1”) lug nuts are required.
4. Maximum 15” x 7” wheel. Right front wheel may be reinforced. No bead locking devices, screws allowed. 2, 3 or 4 inch offsets only
5. Racing or spoke steel wheels allowed.

ENGINES AND CARBURETOR

1. Engine Restrictions: 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. 8.5:1 maximum compression ratio.
2. The engine must appear strictly stock for that model and make an in the original stock location. Stock rubber motor and tranny mounts required. (GM to GM, Ford to Ford) Maximum 360 cubic inch limit for chevy's , 370 c.i.d. for ford's and Chryslers. No after-market ignition. Flat top pistons only, must be 76cc heads or larger. No porting to heads or intake. No angle milling heads allowed. No angle plug heads allowed.
3. Hydraulic Camshaft and can only have max lift of .420 with 1.5 ratio rocker arm. Must pull 17 inches of vacuum at 800 rpm

4. Must have stock cast iron two-barrel intakes. No headers, must be OEM cast iron exhaust manifold (no porting). No center dumps type manifolds. Exhaust must extend past drivers seat, 2 inch maximum diameter and remain dual exhaust. No electrical fuel pumps allowed. No pressurized systems.

5. All cars must run with two (2) barrel rochester carburetor with a maximum bore of 1.250 inches in diameter venturi. No Holly Carburetors allowed. May remove choke but no other alterations are allowed. No adapter plate allowed, no four- barrel manifolds allowed, no K&N or equivalent air filters. No top flow air cleaners.

6. May run aluminum lower pulley only.

8. Oil pan must be stock appearing. May be altered internally with baffles. No racing oil pans allowed. Must have a 2 inch inspection hole in the oil pan, above oil level and not obstructed to view crankshaft and connecting rods.

9. Pump gas only- 92 Octane Max, racing fuel is legal.

ENGINE COOLING

1. Larger capacity radiator allowed mounted in the stock position only. Aluminum radiators allowed. No onboard auxiliary systems allowed.

ROLL CAGE

1. A full perimeter four post roll cage with an X-brace in rear and rear kickers must be used. A cross bar in halo required. Roll cage must be securely welded to the frame.. Unibody must mount 6" x 6" steel plate to floor and the cage must be mounted to the plate.

2. Minimum 1.666" outside diameter and .095" thick tubing for cages and door bars.

Three door bars on each side must be used with three braces between bars. . Steel door plates, 18 gauge or .049-inch minimum thickness metal, must be securely welded to outside of door bars on driver's side. Plate must cover the area from the top door bar to the rocker panel and from the rear down post, to six inches in front of the seat. Must be visible for inspection.

3. No bars allowed in engine compartment except a bar can be used to protect the radiator. If a bar is used for radiator protection it must be behind bumper, cannot be braced any further back then the A-frame, no wider than the frame rails and the pipe cannot be larger than 2" OD and minimum size of 1 3/4".

4. No square tubing or galvanized pipe is allowed in making roll cage.
5. Fuel cell protection bar must be mounted from frame rail to frame rail. The bar is mounted no higher than the fuel cell and inside the trunk area. The maximum size pipe is 1 3/4".
6. Inner door panels may be removed to accommodate the roll cage only.
7. "X" bracing frame is optional
Stock tranny cross member required if frame is not "X" braced
No reinforcing of frame anywhere
Stock unaltered spring pockets
8. Car must have tow hooks both front and rear.

BATTERY

1. The battery box must be mounted to the floor behind the seat or in the trunk area. It must be enclosed in a marine type box or a metal box.

If it is not legal for a USRA Hobby Stock it will not be legal for this class.

ENGINE CLAIM

1. Must be a member of the NCSI, have your membership card in hand, \$500.00 cash claim on engine, \$25.00 cash must be given to the wrecker to pull engine.
2. Must have raced three consecutive nights at NCSI before a claim will be allowed.
3. The claim driver will have the option of the \$500.00 cash or an engine exchange.
4. Claim does not include the following flywheel, clutch, pressure plate, bell housing, exhaust manifolds, carburetor, starter, motor mounts, sending unit switches for water and oil pumps, fan and pulley, clutch ball, clutch arm, throw out bearing, dip stick, water pump, fuel pump, distributor, and plug wires.
5. Top four finishers must report directly to the tech area. At this time an engine claim can occur by any driver finishing in the fifth position on back in the feature. Any driver that is lapped by the fourth place car is not eligible to make an engine.

6. Driver's making a claim must drive their racecar immediately after the finish of the feature race to the tech area. The claiming driver's car must enter the tech area under its own power. The engine claim must be made known to the NCSI tech official within five minutes from the completion of the feature race. Only the driver can make this claim.

7. Drivers are allowed only one claim per event regardless of the outcome. If more than one claim on the same engine occurs, the driver that finished the farthest back will qualify for the claim.

8. Only the driver may claim an engine and only the driver may agree to sell or refuse to sell the engine. First decision to sell or no sell by the driver will be binding.

10. Refusal of first claim to sell your engine will result in disqualification, loss of all season track points from NCSI, forfeiture of money won, and suspension of four racing nights from NCSI.

11. A driver caught claiming an engine for anyone other than himself will lose all NCSI points for the season and will be suspended for two racing nights and fined \$500.00 that will be paid directly to NCSI.

12. All engines must be removed from the claimed car at the racetrack; buyer may examine engine before removal, once removal has started the sale is final. Removal must be completed by one hour of the claim or it will be considered an invalid claim.

13. 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 and 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 the claimed engine will result in the driver being suspended from NCSI competition for four race nights and pay a fine of \$500.00 directly to NCSI. The claim will be disallowed and the money returned to the driver making the claim.

14. No driver can claim more than two engines at NCSI during that racing season.

15. No driver can claim more than one engine from the same driver at NCSI during that race season.

TECH OFFICIALS AT NCSI WILL HAVE THE FINAL DECISION ON ALL INTERPRETATION OF CLASS RULES!!