



*Fastest piece of Real Estate in Tennessee*  
Clarified 03/25/19

## **2019 Sportsman**

### **RULE BOOK DISCLAIMER**

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 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 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 any further restrictions that in his/her opinion does 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.

### **The management of Highland Rim Speedway**

These rules are meant to allow older fabricated perimeter chassis and the Sportsman Cars to compete together while creating a level playing field for the different type of vehicles represented here.

### **HRS Officials retain the right to determine eligibility.**

**NOTICE:** All equipment is subject to the approval of HRS officials. No equipment will be considered as having been approved by reason of having passed through the inspection process unobserved. Any equipment which does not conform to specifications or tolerances contained in this rulebook or in the appropriate Manuals, will not be eligible for approval. HRS reserves the right to adjust the total weight and or adjust left side weight when deemed necessary for equal competition purposes.

**NOTE:** All cars must comply with the rules set forth by the Highland Rim Speedway rule book and reference manuals used in the inspection process. All cars and car parts are subject to HRS technical inspection processes. HRS is not required to follow any other sanctioning bodies or manufacturers guide lines in its inspection process. This division being a new undertaking we will constantly be looking and evaluating different chassis combinations so to make this division an inclusive division for all perimeter chassis.

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## ENTERTAINMENT VALUE

### Tighter Field, More Passing, More Competition, More Winners

Never forget we are in the entertainment business we just happen to be using race cars to entertain our fans. Being in the entertainment business the average fan likes close wheel to wheel racing action.. no average fan comes to see one car run off with the race.

We will use whatever means we feel is necessary to make this a fair playing field even down to using Restrictor plates and or adding weight to specific places or removing weight.

Final eligibility for ALL drivers will be at the track's discretion.

### Section 1: Safety Equipment: Rules apply at all times car is on track.

- 1.1.1 Snell rated SA2000, SA2005, SA2010, or SA2015 helmet required. Roll bar padding required in driver compartment. **Recommended:** Fire Retardant padding. SFI-approved full fire suit required. Fire Retardant gloves, and neck brace (or head and neck restraint) required. **Recommended:** Fire retardant shoes and on board fire extinguisher system. **Recommended:** Fire Retardant head sock and underwear. Driver's side window net required, minimum 16 inch x 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch step in belts may be used with head restraint system) wide SFI-approved four point system required must be mounted securely to main roll cage. **Recommended:** Five point safety belt assembly. **Recommended:** Safety belts no more than two years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF and ON'
- 1.2 **Racing Seat.** Aluminum High Back seats only, must be bolted in with .0375 inch bolts.
- 1.3 **Mirrors.** Wink mirrors and wide angle mirrors are permitted.
- 1.4 **Fuel Cells.** Fuel Cell Mandatory. Maximum size 22 gallon. Must be mounted in a 20 guage steel fuel cell container in a safe and approved manner meaning securely strapped by placing two (2) straps longwise and two (2) straps crosswise around steel container that fuel cell is in and bolting straps to trunk floor. Straps minimum 1/8" x 1" inch thickness in width. Must be mounted in the center. Must have a fuel cell guard bar made from 1.75 x .083 min. and be 1" lower than the fuel cell container. All cells must have a rollover valve.
- 1.5 **Fuel Cell Container.** Fuel cell must be in steel fuel cell container surrounded by a 1"x 1" .065 wall thickness steel tubing frame. Fuel cells must have working rollover valve.

- 1.6 **Fuel Cell Bar.** 1" .083 fuel cell bar must be installed behind fuel cell and must be 1" lower than fuel cell container.
- 1.7 **Fuel Cell Height.** Bottom of fuel cell 20 gage steel container must be a minimum of 8" off ground. Recommended fuel cell height 10".
- 1.8 **Fuel.** Highland Rim Fuel. May be required to purchase a specific amount of fuel.
- 1.9 **Fuel additives.** No Oxygen enhancing fuel additives.
  
- 1.10 **Fuel Line.** Fuel line may be run under car, but must be higher than lowest point of the frame and securely attached. Fuel line may be run through car from fuel cell, but must be inside a one piece steel pipe and pipe must extend a minimum of 1" out from front and rear firewalls.
- 1.11 **Drive Shaft Loops.** Drive shaft loops required. 2 drive shaft safety loops made of flat steel, ¼" x 2" minimum size) required. Drive shaft loops should be mounted 12" from each end of the drive shaft to prevent drive shaft from falling onto track in case of u-joint failure; and may help prevent drive shaft from coming through floorboard in case of failure.
- 1.12 **White Drive Shafts.** All drive shafts must be painted white. 1/8" scatter shield surrounding drive shaft highly recommended.
- 1.13 **Quick Release Steering Wheel.** Aftermarket quick release steering wheel hubs are legal. **Recommend** pinless type with no plastic inner components.

## **Section 2: Bodies & Interiors**

- 2.1 **Visiting Cars.** Any visiting cars with Bodies that don't meet our guidelines may be penalized with weight or restrictor plates in order to compete.
- 2.2 **Identification.** All cars in this division must park in designated area and each car must have LS in 4" tall in Bold white letters on top passenger side windshield area. Accurate total weight, engine type, and left side max also required in 1" letters
- 2.3 **Body Styles.** NO Station wagon or El Camino type. All bodies must be Stock Appearing and approved by tech.
- 2.4 **Bodies. NO GEN 6 bodies.**

May be stock OEM bodies or approved aftermarket type stock appearing / mounted with manufacturer's dimensions.

No flat shelf/dirt style bodies allowed. LMSC, NGB, style bodies are legal for this division. Sportsman style Camaro, Mustang and Challenger Muscle Car bodies with plastic quarter panels and fenders are also approved for this division with no weight penalty. All Bodies must fit approved manufacturers guidelines. All Muscle Cars bodies must be 100% manufacturer recognized & built "no homemade Muscle Car body panels". ALL Muscle Car Bodies must be approved by tech and **Must fit HRS measurements and Body Templates.** Muscle car facials (nose and rear bumper covers) cannot be used unless with a complete Muscle car body.

All bodies must be Stock appearing and have track approved front & rear bumper covers.

- 2.5 **Spoiler Height.** Spoiler may not exceed six (6.5) inches in total height. Maximum width 60"
- 2.6 **Fiberglass, Aluminum and Steel Stock appearing bodies are allowed.** All body panels are subjected to approval by division inspector.  
Rear window must be minimum .090 Lexan / Polycarbonate material with minimum 2 window braces. No Plexiglass.
- 2.7 **Vent Windows.** Vent window not to exceed twelve (12) inches along top of door and must continue 90 degrees upward from that point. NACA ducts for driver fresh air is allowed

### **Section 3: Roll Bars**

- 3.1 **Roll Cage.** Must have a minimum 6 point roll cage with minimum 3 door bars in driver's side 2 in passenger side with diagonal bar behind the driver. All roll cage tubing must be 1 3/4" OD .090 wall thickness. Gussets required in all left door bars
- 3.2 **Cage Must Be Approved.** All cages must be style as set forth in the rulebook and approved for workmanship and design.
- 3.3 **Driver Responsible.** Driver is responsible for installation, construction and workmanship of roll cage.
- 3.4 **Roll Bars.** Round steel 1 3/4" x .083 minimum, roll bars are mandatory, roll bars must be welded. We recommend 1.75" x .095 DOM roll bar tubing
- 3.5 **Door Bars.** Minimum of four (4) horizontal door bars on the right and left side of car.
- 3.6 **Window Width.** The distance between the "A" post and "B" post may not be greater than 44 inches.
- 3.7 **Fuel Cell Bar.** Rear fuel cell bar /protection hoop mandatory. Minimum 1" below cell.
- 3.8 **Gusset Plate.** Gusset plates at butt welds in driver's compartment required.

#### **Section 4: Battery / Electrical System / Ignition**

- 4.1 **Battery Location.** Battery may be moved to driver's compartment behind driver's seat. Must be securely mounted in place and in an approved sealed & vented container vented to the outside of the car with a hose. Battery location must be approved by Competition Director.
- 4.2 **Working Master Switch.** Must have working emergency cut-off master switch within reach of driver & officials.
- 4.3 **12V System.** 12 Volt System ONLY.
- 4.4 **Starters.** Stock style starters only.
- 4.5 **Alternators.** The alternator system, when used, must be mounted to front of the engine in the standard location and must not exceed 14.9 volt single wire system.
- 4.6 **IGNITION: Any type ignition. NO traction control**

#### **Section 5: Communications**

- 5.1 **Radios.** Radios are legal in this division.

#### **Section 6: Cooling Systems**

- 6.1 **Radiator.** Any metal stock production or racing radiators permitted in stock location.
- 6.2 **Radiator Fan Shroud.** Fan must have a 180-degree shroud covering the top 50% of the fan.
- 6.3 **Operational Overflow and Exit Tube.** Mandatory and operational radiator overflow metal catch can and exit tube installed ahead of firewall.
- 6.4 **Electric Fans.** Electric fans permitted.
- 6.5 **Aero Under Panning.** NO under panning.
- 6.6 **Fans.** All fans underneath the engine compartment must draw air through the lower portion of nose piece.
- 6.7 **Duct Work.** Duct work sides cannot be lower than center piece of duct work.
- 6.8 **Duct work width.** No wider than molded radiator opening in plastic nose. Duct work should be no wider than molded opening in plastic nose.
- 6.9 **Aluminum Water Pumps.** Aluminum water pumps are allowed.
- 6.10 **Antifreeze.** No antifreeze allowed at any time, \$100.00 fine.

## **Section 7: Suspension & Frame**

- 7.0 Stock Chassis or Fabricated NASCAR LMSC Perimeter Chassis.
- 7.1 **Ground Clearance.** No minimum frame height.  
Weight boxes welded to frame becomes part of the frame, and will be checked as frame height
- 7.2 **Dragging Exhaust.** Dragging exhaust systems will result in immediate black flag.
- 7.3 **Shock Claim rule** of \$125
- 7.4 Cars running (4) Box stock Oil Based steel bodied non re-buildable shocks Deduct 50 lbs.  
Example Pro FB series, AFCO 10 Series 12 Series, AFCO 14 Series  
(shocks cannot be gas filled and receive the weight break)
- 7.5 No bump Stops, coil binding nor any special mounting of shocks etc. that may limit the Travel of the shock.

### **7.6 No Internal or External bump stops**

- 7.7 **Springs... Single spring per corner. No double springs**  
**Conventional Front Springs. Minimum Rate of 500 pounds 7.5" min height**  
**Coil over cars Front Springs Minimum Rate of 300 pounds 11.5" min height**
- 7.8 **Conventional front springs must have a minimum freestanding height of 7.5"**

## **Section 8: Weight**

- 8.1 **Weight.** Minimum weights per chassis combo All weights are after the race
- 8.2 **Complete Stock Factory Chassis** 58.0% Left Side @ 3100 lbs
- 8.2a **Open Engines / Late Model GM 604 Crate, / McGunigill 347 & Ford Blue Oval 347 Crate engines**  
**Can only be used in a stock chassis with a 4 link rear suspension ONLY.**
- 8.3 **Fabricated Perimeter LMSC Chassis max 48% rear weight** 55.0% Left Side @ 3150 lbs
- 8,3a **Only the 602 Crate Engine or 5.3 Engine packages may be used with either the stock GM Chassis with a 4 link suspension or a fully fabricated LMSC type chassis with a 3 link or truck arm type suspension**

## **Section 9: Suspension**

- 9.0 **Limiting Travel.** No travel limiting devices such as chains, special shock mounting locations, No Coil Binding, No Bump Stops. When car is jacked up the suspension front and rear must drop (a specific amount will be required by tech. The Front tires will be placed on 2 elevated pads approx. 1.5/8" high under each front tire and the front of the car must be able to be pushed down by 3 crew members a specific amount according to tech.

- 9.1 **Front Suspension.** Any type upper control arms.  
**Ball Joints.** Top or bottom may be Standard or Adjustable
- 9.2 **Tie Rod Ends** may be stock, adjustable or use heim joints to make adjusting bump easier
- 9.3 **Lower Control Arms.** OEM factory type Lower control arms or fabricated.
- 9.4 **Tread Width.** Maximum tread 78" from flat face of outside edge of wheel on one side to the same place on the other side.
- 9.5 **Front Shock Location.** Front shock location may be changed from stock location
- 9.6 Chains, bolts and heim joints may be used in sway bar hookup.
- 9.7 May mix Coil Overs and Conventional Springs. No coil binding.
- 9.8 Wedge bolts are allowed front and rear, top adjustable only.
- 9.9 Heim Joints and Mono balls are legal in all suspension points
- 9.10 **Rear Suspension.** Rear suspension must be as produced, either leaf or coil. Adjustable rear shackles allowed on rear leaf springs only.
- 9.11 Rubber bushings and monoballs are approved for competition
- 9.12 **Rear Suspension.** Four Link (may have adjustable mounts)
- 9.13 **Lower Trailing Arms.** May be adjustable solid tube type on Three and Four Links
- 9.14 **Upper Trailing Arms.** May be adjustable solid tube type on Three and Four Links
- 9.15 **Truck Arms** must be 2 x 3 box tubing or standard I-Beam type.
- 9.16 **Sliders on Leaf Springs.** No sliders on leaf springs.
- 9.17 **No Spring loaded 3<sup>rd</sup>** links or upper or lower trailing arms. Solid links only.
- 9.18 **No Shock slider** assemblies allowed on upper or lower links
- 9.19 **IDLER Arm** may be stock or aftermarket adjustable.
- 9.20 **Pitman arm** may be aftermarket.
- 9.21 **Drag Link** Assembly may be adjustable type aftermarket.
- 9.22 No travel limiting bushings or devices of any kind.
- 9.23 Sway Bars: Any type maximum 1.25" (1 ¼") diameter

## **Section 10: Engine / Chassis Rules**

- 10.0 The following Engine Packages MUST use the GM Factory Chassis **with 4 link Rear Suspension ONLY. (These engine packages cannot be used with LMSC Fabricated Chassis or with 3 link or Truck Arms)** Open Engines / Late Model GM 604 Crate, / McGunigill 347 & Ford Blue Oval 347 Crate engines. The above engine packages **MUST** also use a 500 CFM, 4412 stock unaltered base plate carburetor. Maximum 1" height Aluminum carburetor spacer plate allowed with straight through holes.
- 10.0a If any or all of the engine packages above have an obvious performance advantage over the basic 602 engine packages that have made up the sportsman division over the past few seasons additional total weight or corner specific weight will be added altered and or a maximum rear weight rule may be implemented.



- 10.1 **Engine Location.** Engine must be within ½" of center line of the front clip / frame rails
- 10.2 **Setback.** Maximum engine set back. The #1 spark plug center line (front left plug) can be No further back than the centerline of the Left Wedge Bolt
- 10.3 omitted for 2018
- 10.4 **Restrictor Plates** may be used to even competition within the division.  
The ultimate goal is close competition and a variety of winning drivers and engine and chassis combinations. This will be a work in progress.

### **Section 11 Open Engine / Carburetor / Chassis (These engines cannot be used with LMSC Fabricated Chassis or with 3 link or Truck Arms)**

- 11.1 Open Engines must run a Holley 4412 500 cfm 2 bbl. carburetor with the base with straight through holes no larger than 1.688 holes. (3/25/19) **Must have stock unaltered base plate including butterflies and throttle shafts.** Base plate must pass gauges. Any modifications can be done to the rest of the carburetor. Maximum 1" height Aluminum carburetor spacer plate allowed with straight through holes.

### **Section 12 CRATE Engines**

- 12.1 **Late Model Type Crate Engines (These engines cannot be used with LMSC Fabricated Chassis or with 3 Link or Truck Arms)**

#### **604 GM Crate, Ford 347 Blue Oval or Mcgunnigill 347**

All the above Crate engines must run Holley 500 cfm 4412 2 barrel with a stock unaltered 1.688" Base plate. Maximum 1" height Aluminum carburetor spacer plate allowed with straight through holes. **Must have stock unaltered base plate including butterflies and throttle shafts.**

#### **602 Crate Engine can be used with ANY chassis**

- 12.2 Crate engines must run a Holley 650 or 750 Carburetor with stock size base plate using straight through holes no larger than stock. Maximum 1" height Aluminum carburetor spacer plate allowed with straight through holes.

### **Section 13 5.3 Concept engine may be used with ANY chassis**

#### **5.3 GM FUEL INJECTED CONCEPT ENGINES (LM7 – L59).**

#### **Sportsman must run 78MM GM Stock Throttle Body with Restrictor Plate**

The following rules apply to all 5.3 Fuel Injected engines for use in the Sportsman division.

- 13:01 **5.3 Cast Iron Block Engines only. NO ALUMINUM BLOCKS**
- 13:02 Heads: Only 862 or 706 heads permitted. Must use stock type valves. **Stock type valve job ONLY. NO unshrouding of the valves. No grinding allowed on the head. Runner cc's must be stock.**
- 13:03 All internal rotating components must be stock 5.3 rotating assemblies (**except the cam. Cam must be HRS Spec Cam**) OEM type parts with stock weight and configuration or approved by Tech and HRS management.
- 13:04 Must use **FAST ELECTRONICS 30462-8 Fuel injectors with NO modifications.**
- 13:05 We highly suggest Aluminum or Stainless Fuel Rails
- 13:06 Any type oil pan may be used.. Corvette or aftermarket pans such as Champ makes a cost effective 5.3 oil pan for circle track racing. Champ pans are about \$400.
- 13:07 After market remote oil filter housing are approved for competition.
- 13:08 High Volume aftermarket type Melling oil pumps are OK.
- 13:09 **We highly suggest using an oil pickup accessory that allows use of both bolt holes to hold the oil pickup tube on. Available for less than \$20**
- 13:10 Stock or Stock replacement coil packs **ONLY. NO MSD high voltage type coil packs.**
- 13:11 OEM Stock 5.3 Cranks only.. **Stock Bore, Stroke and Weight.**
- 13:11a **No stroking or destroking**
- 13:12 No Boring or Decking of the block.
- 13:13 **Pistons:** Stock or stock replacement **5.3 OEM Dish Pistons ONLY or Aftermarket replacement.**
- 13:14 **Piston Rings:** Only stock or stock replacement type piston rings. **NO FILE FIT RINGS**
- 13:15 ALL Internal components must be OEM STOCK or **stock replacement weight and type** components for a 5.3 engine.
- 13:16 HRS Spec Cam shaft must be ran.
- 13:17 **Valve springs may be upgraded to an Aftermarket Bee Hive type spring (HRS Spec Springs)**
- 13:18 **Aftermarket hardened push rods may be used. Push Rods must be stock dimensions for a 5.3 OEM stock engine.**
- 13:19 **No metal fabricated, aftermarket or homemade intakes. Stock Plastic truck Intakes ONLY. No porting or polishing of intakes.**
- 13:20 **MUST** run a maximum of 1- 4" air intake tube and filter. Air must be drawn in through the nose piece.
- 13:21 Computer must be mounted on Right side of car no more than 6" below top of door and the computer must be easily accessible and removeable.
- 13:22 May use stock wiring harness for computer or a custom designed wiring harness is available from HRS.

- 13:23 Only stock type **GM CPU's** will be approved by HRS. You will be required to RACE with HRS owned Late Model Race Tuned Computers for all racing events. Computers with the 411 for the last three digits are good computer to tune. Drive by wire computers cannot be used
- 13:24 HRS will supply **All RACE Tuned Computers to race with for NO Charge...** ALL 5.3 engines must use the track computers to race. Race Tuned LM Computers will be installed before the race in the infield. You are required to have your own practice computer however you may pay to have it Race tuned as the Track CPU's are however it will be locked when tuned. Cost is \$200 to get your computer tuned.
- 13:25 Only HRS approved Stock 78mm Throttle bodies can be used in the Sportsman division. You must use a 3/4" up to a 1" maximum thick aluminum throttle body spacer for use of track Restrictor plates. Throttle rod assembly plate may be used to keep from using a throttle cable.
- 13:26 No drive by wire Throttle bodies.
- 13:27 **Only 5.3 Stock rocker arms and lifters allowed. Stock OEM ratio. Economical aftermarket versions may be allowed but must be approved by tech before useage.**
- 13:28 **Schoenfeld 5.3 Is chassis headers or over the top header are allowed.**
- 13:28 **NO Stainless exhaust or light weight exhaust**
- 13:29 May run aftermarket reduction pulleys. These are available from Jegs
- 13:30 Minimum of 2 disc 5.5" clutches allowed. (Special button required)
- 13:31 Plastic lifter trays may be drilled for better oil flow back to the oil pan
- 13:32 Use of Holley aftermarket Water pump is recommended  
**Recommended to drill and tap water pump housing for air bleed for heads**
- 17:33 **Remote mounting of Coil packs is recommended to keep header heat from affecting them.**

Anyone interested in running the Stock 5.3 engine may contact Jerry Criswell for a build sheet to help save time at 615-430-3135.

## **Section 18: Aftermarket Clutch Options / Transmissions**

- 18.1 **Small Multiple Clutches** 5.5" 2 disc clutch is the smallest clutch allowed. Aluminum bellhousings may be run with the aftermarket racing clutches but we highly recommend a steel blow proof bellhousing.
- 18.2 omitted
- 18.3 **Hydraulic Clutch Linkage.** Hydraulic clutch linkage permitted.
- 18.4 **Inspection Holes.** Cars must provide 2" inspection holes for clutch or torque converters.
- 18.5 **NO Adding Weight to Flywheel.** You cannot add any weight to a flywheel to increase the weight of the flywheel.

**18.6 Transmissions. Any type transmission. No shifting on starts**

**18.7 Direct Drive.** No direct drive transmissions.

### **Section 19: Drive Line**

**19.1 Drive Shaft.** One-piece steel drive shafts only. (Minimum diameter 2¾")

**19.2 Drive Shaft.** Drive shafts must be painted white. NO Aluminum drive shafts.

### **Section 20: Differential**

**20.1 9" Ford.** 9" Ford rear ends are allowed.

**20.2 Approved Rear Ends. Stock OEM rear ends.** Open, locked, limited slip or posi-traction rear ends are acceptable. Detroit lockers allowed. **No True Tracks or Gleasons of any type..**

**20.3 Quick Change Rear ends..**

**Only Spools and Lockers allowed in Quick change rear ends.**

**20.4 Floating Rear Ends.** Full floating re-end type & axle assemblies allowed.

**20.5 Axles.** Aftermarket racing axles are recommended.

### **Section 21: Exhaust**

**21.1 Exhaust Noise. Muffler System Mandatory. NO Straight Headers..** You must have an exhaust pipe muffler system that muffles the sound to 99 or less. The City of Millersville, Tennessee enforces 100dba @ 100ft. noise ordinance. Failure to comply with ordinance will prevent your car from being allowed on the track.

**21.2 Exhaust Noise Weight break.** Any Car in this division registering 85 DBA or Lower @ 100ft will be able to deduct 25 lb

**21.2 Headers. Any type header except** No Y-pipe headers must be 4 pipes into 1 collector

**21.3 Flexible Pipes.** No flexible pipes permitted anywhere or anytime.

**21.4 Header Flange.** Sportsman will be permitted a 5/16 header flange max with no spacer of any kind between the head of flange.

**21.5 Exhaust Length.** Exhaust must extend past driver's seat or turn out to the sides

**21.6 Maximum Length.** Exhaust pipes cannot extend past rocker panel causing an obvious cutting hazard.

### **Section 22: Brakes**

**22.1 Pedals.** Aftermarket floor or hanging pedals allowed.

- 22.2 **4 Wheel Brakes.** Must have functional brakes on all 4 wheels at all times.
- 22.3 **Disc Brakes.** Four wheel disc brakes allowed.
- 22.4 **Brake Bias Devices.** Brake bias devices allowed.
- 22.5 **Calipers.** Single piston GM type calipers only. Cast or Aluminum
- 22.6 **Brake Pads.** Brake pad material optional.
- 22.7 **Rotors.** NO Floating Rotors. Must be bolted on solid. No Aluminum or Composite type rotors

### **Section 23: Wheels & Tires**

- 23.1 **Lead Wheel Weights. No wheel weights**
- 23.2 **Wheel Width.** 8" Steel Wheels any offset as long as you meet the tread width rule
- 23.3 **Bleeder Valves.** No bleeder valves.
- 23.4 **Racing Lugs.** 1" OD steel racing lug nuts are required on all aftermarket wheels.
- 23.5 **Tires.** American Racer AR970 New Treaded tires are the official tire.

**Clarification; 3/4/19** 6 Tires may be purchased before the first race of the year... On the day of the first race 2 additional tires may be purchased for the race.

**After the first event a maximum of 2 NEW tires per race can be purchased for the balance of the season.**

- 23.6 **Tire Soaking.** No tire soaking or siping

### **Section 24: PROTESTS**

- 24.1 **Limits.** May protest within 5 positions in front of finishing position. Protesting driver must have run three races prior to protesting.
- 24.2 **Time.** Must present completed protest form and protest money to tech official within 10 minutes of car being protested clearing scale pad. Car being protested then has 10 minutes to file and pay to counter protest.
- 24.3 **Top End Protest (\$250).** Carburetor, Intake, Cylinder Head, Camshaft & Piston Head Configuration.
- 24.4 **Complete Engine Teardown Protest (\$550).** Top End Protest plus Bore, Stroke, Pistons, Rods & Crankshaft.
- 24.5 **Protest of Transmission (\$150.00).** Standard Transmission: Gears, Flywheel, Clutch. Automatic Transmission: Gears, Torque Converter
- 24.6 **Carburetor (\$100).** Protest Carburetor Only.
- 24.7 **Traction Control (\$100).** Check for Traction Control
- 24.8 **Protest Rear End (\$100).** Check Rear End.

- 24.9 **Unapproved Parts.** Any car protested, and disqualified for unapproved parts will lose all points and monies for that night. Each additional time car is protested and found to have unapproved parts, fine will increase by \$50, as well as loss of all points and monies.
- 24.10 **Protest Fee Retention.** Track retains 30% of protest fee, no matter the outcome.

## **Section 25: Points**

### **25.0 Points Championship**

We will honor our Champion and the **TOP FIVE** in Championship points at our 2017 Championship Banquet. Additional positions in the top ten in points may also be recognized by special request from the car owner and or driver to The Rim management team. The request must be presented in writing and must be received **FOUR (4) weeks** prior to the Championship Presentation night. Only our Weekly Racing Series Champions (Divisions with 20 plus race dates) are eligible for Championship point money if money is available.

- 25.1 **Driver Changes.** Pit Booth must be notified of driver changes other than registered **driver in writing** before races begin. It does not matter whom else you have told; you must notify the pit booth in writing of a driver change before the feature event. Failure to do so may result in points being credited to the wrong driver, and may not be changed.
- 25.2 **All Races Count.** All races will count towards point total. **No dropping of bad races.**
- 25.3 **Points.** You must take the green flag in the race to get points.
- 25.4 Exception to 25.3 rule. If a car is damaged in the Qualifying race or preliminary event and not able to compete in the feature event for that division they will receive last place points and pay.
- 25.4a Any **discrepancy** in posted points must be presented in writing to scoring and HRS track owners within 7 days of the event in question.

**Qualifying Races.. All Cars** line up in **REVERSE POINTS ORDER** for weekly **qualifying races...** Drivers with no points must start behind the points leader in the qualifying race.

Points leader starts at the rear with last racer in points starting first in single file starts for the entire qualifying event to keep car damage to a minimum. (Inexperienced drivers may be required to start behind the points leader).

**25.5 PREVIOUS RACE WINNER:** If the Previous Race winner finishes well enough in the qualifying race to be involved in the inversion roll of the dice they will start no better than the number of drivers that the inversion is for. For instance if a six is rolled on the

dice the previous winner will start in the sixth position if they were in the top 6 finishers in the qualifying race. If the previous race winner did not finish the qualifying race within the inversion number rolled then they will start where they finished in the qualifying race.

The Dice will have a 2,3,4,5 and two 6's on it.

25.6 After the first 3 point races are ran any new driver starting up having competed in less than 3 qualifying races at HRS may be required to start behind the points leader in all qualifying races (This is mainly if they are inexperienced) until they have ran at least 3 qualifying races to establish themselves and to help minimize damage

25.7 **To STOP an experienced driver that starts racing after the season has begun and winning all the qualifying races.... Any Experienced driver** starting to race after the season has begun will only be allowed to start up front in the qualifying races until they have won a qualifying race. After they have won a qualifying race they will be required to start behind the points leader until they have run 4 races and after that point they will be allowed to start in the qualifying races where they are positioned in points.

### QUALIFYING RACE POINTS SYSTEM

1ST PLACE	5 POINTS
2ND	4 POINTS
3RD	3 POINTS
4TH	2 POINTS
5TH THRU FIELD	1 POINT

### FEATURE POINTS SYSTEM

Points System will award 75 points to the official Winner of any feature event with a 5 point drop to second place. Second position is awarded 70 points with a 2 point drop to 3rd place... Third place will be awarded with 68 points with a 1 point drop for all positions after third place.

Points per finish position

1st	75
2nd	70
3rd	68
4th	67

5th	66
6th	65
7th	64
8th	63
9th	62
10th	61
11th	60
12th	59

Continues to drop by 1 point through the field

### **Points will Reset after July 31<sup>st</sup> for the Chase for the Championship**

We will honor our Champion and the **TOP FIVE** in Championship points at our Championship Points night. Additional positions in the top ten in points may also be recognized by special request from the car owner and or driver to The Rim management team however the trophies must be purchased. The request must be presented in writing and must be received **FOUR (4) weeks** prior to the championship night.

Only our Weekly Racing Series Champions (Divisions with 20 plus race dates) are eligible for Championship point money if money is available.

### **RACE for the Championship POINTS RESET PROCEDURE**

Any Driver participating in a race through July will be eligible for the Points race. The Points will reset after July.

For 2018 Each Driver that competed through July will receive 750 points plus 10 points for each race night they attempted to race in that division.

#### **The top 5 in points at the end of July will receive Bonus Points**

1st	10 points	Plus a nice Mid Season Points Leader Trophy
2nd	5 points	
3rd	4 points	
4th	3 points	
5th	2 points	

25.8 **Driver Changes.** Pit Booth must be notified of driver changes other than registered driver *\*in writing* before races begin. It does not matter whom else you have told; you must notify the pit booth *\*in writing of a driver change before the feature event*. Failure to do so may result in points being credited to the wrong driver, and may not be changed.



- 25.9 **All Races Count.** All races will count towards point total. **No dropping of bad races.**
- 25.10 **Points.** You must take the green flag in the race to get points unless you have a problem in a preliminary event.
- 25.11 **Exception to 24.3 rule.** If a car is damaged in a qualifying dash or preliminary events and not able to compete in the feature event for that class they will receive last place points.
- 25.12 Any **discrepancy** in posted points must be presented in writing to scoring and HRS track owners within 7 days of the event in question.
- 25.13 Points follow the driver (not car owner)

## Section: 26 After Race Tech Penalties

The following option simply gives the racer a chance to NOT be DQ'd from the race for a minor weight infraction and to keep most of their points. If your car is wrong within the following guidelines you may accept the DQ with no fine or pay the fine and keep your position and reduction in points.

WEIGHT Infraction	OFFENCE	POINTS DEDUCTED	FINE
1-5 LBS LITE	ANY OFFENCE	-10 POINTS	-\$100
6-10 LBS LITE	ANY OFFENCE	-25 POINTS	-\$200
11 LBS & OVER LITE	ANY OFFENCE	DQ	DQ
<b>LEFT Side Weight percentage %</b>			
Up to 0.2% over	ANY OFFENCE	-10 POINTS	-\$100
0.3 to 0.499%	ANY OFFENCE	-25 POINTS	-\$200
OVER 0.499%	ANY OFFENCE	DQ	DQ
<b>TRACK / TREAD WIDTH infractions</b>			
UP to 1/8" WIDE	ANY OFFENCE	-10 POINTS	-\$100
1/8" to 15/32" WIDE	ANY OFFENCE	-25 POINTS	-\$200
OVER 1/2" WIDE	ANY OFFENCE	DQ	DQ

### TAP Out Rule:

When two drivers are involved in an on the track accident the rule is both cars go to the back of the pack however now we also **have a Tap Out Rule** if one of the drivers involved knows they were the one that caused the accident they can drive to the front stretch and stop at the start / finish line and **TAP on The Roof** of their car signaling the wreck was their fault by accident. If this happens the driver that tapped their roof (**Tapped out**) will go to the Rear of the field and the other driver will get their position back.