

ASA Sportsman Tour 2010

The Guidelines 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 guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The director of competition, or his authorized designate shall be empowered to permit minor deviation from any of the guidelines and or regulation herein, or impose any further restriction, which in his or her opinion, does not alter the purpose or the organization. Deviation of these guidelines will be the responsibility of the ASA MIDWEST TOUR OFFICIALS, whose decisions are final.

The rules of the ASA Midwest Sportsman Tour encompass all area track rules with sportsman or street stock style cars. We will follow your tracks rules and make minor adjustments in the your rules while trying to create parity amongst all of the Midwest tracks, some competitors from NOTED tracks may be allowed specific upgrades in order to equal competition. All registered competitors must designate a local or home track set of rules that is nearest your current address and compete there during the season. No competitor may be allowed to pick and choose or mix and match which home track rules they would like to follow in order to gain a performance advantage outside of their local region.

Tracks with competitive upgrades or weight reductions will be listed in the track weight sections in bold print. If your local track weight is different then the weights listed you may make certain adjustments. ALL competitors must contact the Sportsman Tech Director Don Heelein at the contact information listed below in order to receive information about the allowed adjustments to your tracks rules. All competitors can risk disqualification without prior approval.

HOME TRACK RULES APPLY- You must carry your home track rules with you to each event at all times.

Competitors NOT claiming a home track must follow the guidelines listed below and MUST call for approval of competition.

Note: Rules Updated 12-14-09 (Updates are in Bold Black Print)

BODIES/CHASSIS-

1. American made stock production automobile bodies from 1955 to 1988 current model year. Newer style "Retro" nose and tail pieces are allowed. No down force nose pieces or IROC style bodies allowed. (See Tech Director for further info)

2. **Bodies newer than 1988 per your track rules are allowed to compete a maximum of three times during the season. MUST call for approval!**
3. No convertibles.
4. **Minimum 108" wheel base. Ford and Chrysler minimum 106"**
5. **No Uni-Body chassis allowed.**
6. All cars—MAXIMUM tread width **63 1/2"**. **Home track rules apply when visiting your track only.**
7. Must be front engine, rear drive.
8. Models with full factory frame MUST retain the stock full frame bumper to bumper position. EXCEPTION: Rear frame rails may be replaced, no further forward than the center of the axle or before entering spring pocket, whichever comes first.
9. DO NOT, in ANY WAY reinforce the stock or original frame to obstruct or cover any relocation changes on frames. Leave the frame in stock position.
10. Upper control arms may be modified on the frame side and the lower control arms must be in the stock position on the frame side. Lower control arms on the rear-end side may be modified. Steel bushings are allowed.
11. Plastic bumper covers and rear plastic covers are allowed
12. Fiberglass hood, and aluminum trunk lid are allowed (non carbon fiber)
13. **Steel roof or NEW 2-piece Five Star Fiberglass Roof for Monte Carlo is APPROVED**
14. **Windshield center bracing is required**
15. Quarter panels must remain steel or aluminum
16. Side skirts are allowed, however they must be no lower to the ground than 4 3/4"
17. Side skirts or rocker panels may be made of aluminum and only be 5" maximum in width
18. Rub rails may be installed between front and rear wheels and must be made of no larger than 1" square, ends must be beveled or chamfered, welded ends.
19. Bumper must be straight up and down, not angled forward from bumper to ground with a minimum of 4 3/4" ground clearance.
20. **Reinforced bumper braces front and rear must be mounted behind grill and front and rear bumper cover. No Bull work allowed!**
21. Tires may not extend more than 2" outside the width of the body.
22. Minimum ground clearance for any portion of the frame or ballast is 4 3/4"
23. Rear spoilers allowed, 5" high and 60" width maximum
24. **Ford 9" or Floater rear-end allowed with Drum Brakes ONLY!**
25. **Ford and Chrysler (exception only) will be permitted to a mid-size metric chassis with a 2" set back from the centerline of the lower control arms, full side metric chassis is allowed with open or locked rear end (9" Ford is allowed)**
26. **Full size GM chassis are allowed 9" inch Ford open or locked rear end.**
27. **(Chevelles, Buick, and Oldsmobiles are allowed)**
28. **Full size or mid size metric frames allowed**

29. (See tech director for more information)

30. Use the rule for the track you race weekly.

The following our highlights of various track rules

MID SIZE GM METRIC CHASSIS EXCEPTION

1. Lower right A-frame may be 1" longer than stock.
2. Metric GM or full size spindles are allowed **(NO Modifications)**
3. Steering center link modifications to improve bump-steer is allowed
4. **After market center links are allowed. Non Adjustable only!**
5. Front lower control arms must be in stock position
6. If using Ford 9" rear end, upper control arm mounts on frame may be raised
7. If using the stock 7 1/2" rear end, aftermarket right side axle is mandatory, NO EXCEPTIONS
8. Open or locked rear ends allowed (no aluminum carriers, no gun drilled axles, or camber tubes)
9. Use the rule for the track you race weekly.

ROLL CAGE

1. All cage construction and welding must be done in a professional manner.
2. All cars must have a well constructed, properly welded and gusseted roll cage made of minimum 1 3/4" X .090" wall tubing or equivalent. Roll cage must have four (4) uprights properly welded to frame. Main roll hoop must be behind driver and contain a diagonal bar. Cage must be reinforced from left to right with bars under dash and behind driver in main roll hoop. At least two bars must extend from main roll cage rearward to kick up of the chassis. **Roll cage must extend past drivers foot box. Door bars and foot box must be plated with 1/8" steel.** A minimum of four (4) equally spaced horizontal bars required in driver's door, three (3) in passenger side door. Door bars must be connected with a minimum of two (2) equally spaced bars attached to the frame.
3. **1-1/2 inch bar from main dash to halo is recommended for your safety. 2011 will be mandatory.**

DRIVERS COMPARTMENT

1. Driver compartment must be completely sealed off from engine compartment and fuel line
2. Driver compartment must be constructed to allow access to driver from the right side of car for emergency personnel.
3. Padding required around driver and steering post
4. Securely mounted fully charged fire extinguisher with a visible dial type gauge required
5. Ribbon or mesh type window net with a seat belt buckle release required. Window net must be permanently attached to driver door bars with the buckle toward front cage upright and near roof
6. Clearly labeled push or pull toggle type kill switch accessible from either side of car is required. Must be labeled.
7. Adjustable brake bias valve is allowed in car
8. No adjustable components other than brake bias allowed in car.
9. No coffin style interiors allowed!

SUSPENSION

1. All cars-Front upper control arm mount may be modified and turned parallel with frame
2. Tubular upper control arms are allowed
3. No tubular lower control arms are allowed
4. Stock, American made steering units and other components must be consistent with that model chassis and in stock location
5. Installation of any non-stock suspension part such as torque arms, or panhard bars, is not allowed.
6. All springs must remain in stock location.
7. Coil springs may be no smaller than 5" I.D.
8. **Shocks: Non-Adjustable, Non-Rebuildable maximum \$110.00 each complete and ready to bolt on. Top 3 and random picks will be subject to shock removal and dyno testing.**
9. Heim joint allowed on outer tie rods only
10. Rear springs may be extended higher than original rear spring pockets
11. Spindles must remain stock for the frame you are using
12. Coleman hubs and rotors allowed in front
13. **Stock or aftermarket SOLID sway bars are allowed...NO SPLINE STYLE BARS**
14. No independent rear suspension
15. Upper mono ball joints are allowed
16. No mono ball joints allowed in lower control arms
17. Use the rule for the track you race weekly.

BRAKES

1. “Made for racing” brake pads are allowed, **no carbon fiber or exotic materials**
2. No rear disc brakes allowed (See your track rules for weight)
3. Brakes are required on all four (4) wheels and in working order
4. **Stock OEM American made cast iron calipers only. The Howe stock replacement caliper IS allowed.**
5. Brake pedal and clutch must be in stock location and operate normally.
6. No aluminum calipers allowed
7. Single position single bore master cylinder only
8. **Hubs, Rotors and Drums must be cast iron steel.**
9. Use the rules for the track you race weekly

FUEL AND FUEL CONTAINER

1. Fuel cell is required- Max 12 gallons
2. **Fuel cell must be located in trunk between frame rails as far from the rear bumper as possible min height 11 inches from the ground**
3. It is required to install two (2) 2” square tube cross members to the rear frame rails. One is required in front of and one behind the fuel cell
4. **Fuel cell must be secured with 1” square tubing with a minimum 11-gauge container around fuel cell is required. Bottom of fuel cell must be at least 11” from ground**
5. ASA bar is required and must extend below **fuel cell ½”** and be triangulate back to main frame
6. All fuel cells must be vented
7. Filler tube extensions are not allowed
8. Fuel inlet cannot allowed on the right side of car
9. All fuel cells and associated protection bars will be vigorously inspected
10. All cars will have a steel fuel line or aluminum and be located outside of drivers compartment
11. Pump street fuel and/or racing fuel are the only fuels allowed
12. No fuel additives of any kind allowed
13. Use the rules for the track you race weekly.

DRIVER ATTIRE

1. Complete SFI APPROVED FIRE RETARDED DRIVING SUIT AND GLOVES ARE REQUIRED at all times when the car is on the track, and must be free of rips and or tears.
2. Eye protection required at all times when car is on the track
3. **Snell SA 2000 or Newer Required, Snell SA 2005 SFI 31.1 2006 Helmet or newer HIGHLY Recommended.**
4. Head and neck restraints highly recommended
5. Fire proof shoes are recommended
6. In car, under hood and trunk fire suppression systems highly recommended

SAFETY BELTS

1. **Seat Belts must be within the three year SFI manufactured date of each event**
2. Belt anchoring must be bolted to cage and floor with plates with min of grade 5 bolts and nuts/washers required.
3. Minimum 3" wide lap belt, 3" wide shoulder harness and crotch belt required
4. Shoulder belts must be installed as per manufacturers guidelines
5. 6-point belts (double crotch belt) recommended
6. Window net must be up and latched any time car is on the track
7. Mirrors are required
8. Use the rules for the track you race weekly

RADIOS

1. No radios
2. **1 Raceceiver "only" is MANDATORY in all cars (race receiver)**
3. Team spotters are prohibited
4. Scanner must be programmed to ASA Sportsman frequency. 455.3000

ENGINE LOCATION

1. GM engine must be located so that the number one spark plug is in line or **ahead of the lower control arms centerline**
2. All others are allowed a 2" set back. Ford, Chrysler from the lower control arms centerline
3. Minimum crankshaft centerline height **10 1/2"**

4. Maximum offset (right to left) 2" **from centerline of chassis**
5. GM crate engines must be located number one spark plug in line or ahead of lower control arms centerline
- 6. Ford crate engines are NOT allowed at this time**
7. Use the rule for the track you race weekly

ENGINE

1. Engine must be of same manufacturer as chassis and body. Maximum of two (2) valves per cylinder. No aluminum heads or blocks.
2. Chevy maximum displacement 362 C.I.D.
3. Ford maximum displacement 362 C.I.D.
4. Chrysler maximum displacement 373 C.I.D.
5. Stock or stock replacement cast iron unaltered heads (no porting, acid dipping, polishing, or gasket matching allowed)
6. Heads allowed: GM-IO52, 3991492, 3927187, 3927186, 3890462, 3947041, 3932441, 4266B, 4267B, 3927291, 3782461, with a **64CC**, 202/1.6 maximum valve allowed
7. Oil pan inspection hole required, must be located in line with second or third rod journal or crankshaft, with a 3/4" npt inspection hole in pan and windage tray in line hole
8. Valve spring retainer is the only titanium part allowed
9. Valve stem size must be 11/32 (5/16 stem will not be allowed)
10. GM cam maximum lift 490, with a hydraulic cam/lifter roller tip rocker ball type is allowed. No solid lifters, roller cams not allowed.
11. Ford cam maximum lift 490, with a hydraulic cam/lifter roller tip rocker is allowed. No solid cams/lifters, roller cams or roller lifters
12. Mopar cam maximum lift 520, with a hydraulic cam/lifter with roller tip rockers. No solid cams/lifters, roller cams or roller lifters
13. Flat top pistons are required, minimum of zero deck height allowed. Maximum compression on all engines 10.8:1
14. Magnetic steel connecting rods only. Honda journals or rods are not allowed. No aluminum rods
15. Stock intake must remain stock and unaltered. This rule applies to your home track rules.
- 16. Aluminum spec intakes are allowed per your track rules. (Edelbrock RPM intake allowed- 7101) No AIR gap intake allowed**
17. Any ignition coil is allowed. Firing order may not be altered. No MSD boxes allowed.
- 18. Ford heads, stock and stock replacement allowed 62 cc 202/1.6 valve maximum allowed (World Products Windsor Jr Head allowed) No 351C, 400M heads are allowed**
- 19. Edelbrock Performer 7121-302, 7181-351W with 180cc intake allowed**
- 20. Mopar Edelbrock Performer RPM Intake 7176 is allowed**
- 21. Mopar W-2 Cylinder Head Allowed (No modifications)**
- 22. Provisions in rules for cars with home track rules may apply**

TRANSMISSIONS

1. Stock transmission allowed, power glides, turbo 350, 400, 3 speed and 4 speed manual transmissions are allowed. No in car coolers, and **NO straight cut gears or lightening of transmission components.**
2. Ford transmissions are allowed c-4, c-6, 3 speed or 4 speed manual transmissions are allowed. No in car coolers.
3. Flywheels must weigh 15.5lbs. No aluminum flywheels. Stock clutch disc, stock pressure plates only.
4. **Inspection Hole (1") on top of bell housing required. Transmission will be removed if hole is not available.**
5. Scatter shield required. (SFI APPROVED) OR ALUMINUM BELL HOUSING WITH SFI APPROVED SHIELD REQUIRED
6. No aluminum drive shafts allowed. **Steel only with two (2) drive shaft loops located over the front half and rear half of the drive shaft.**

WEIGHT RULES- Area Sportsman

Note: Weights listed are base weights and added weight penalties may be assessed according to your home track rules. Some tracks listed will be allowed performance upgrades in order to be competitive.

1. All cars will have a certified sticker of weight, home track, and driver
2. ASA tech inspector has the right to disqualify competitor for weight violations
3. Dells Raceway Park Sportsman – 3100lbs. (crate motor 3150lbs)
4. Elko Speedway Thunder Cars – 3100lbs.
5. Golden Sands Speedway Pure Stocks – 3100lbs. (Weight penalties apply)
6. Grundy County Speedway – 3100lbs (ASA weight rules apply)
7. Illiana Motor Speedway Turbo Stox- 3100lbs (ASA weight rules apply)
8. Jefferson Speedway Sportsman – 3100lbs. (crate motor—3150lbs.)
9. Jefferson Speedway (hobby stock) (ASA weight rules apply)
10. Wisconsin International Raceway 3100lbs.(Crate engine-3150) (ASA weight rules apply)
11. LaCrosse Fairgrounds Speedway Grand National Sportsman- 3100lbs
12. LaCrosse Fairgrounds Speedway (Thunderstox) 3100lbs. (ASA weight rules apply)
13. Madison International Speedway Sportsman - 3100lbs. (crate motor 3150lbs.)
14. Madison International Speedway (hobby stock) (ASA weight rules apply)
15. Marshfield Super Speedway Pure Stocks– 3100lbs.
16. Norway Speedway Street Stocks – 3100lbs. (ASA weight rules apply)
17. Rockford Speedway Grand National Sportsman – 3100lbs. (crate motor 3150) (ASA weight rules apply)

18. Rockford Speedway (road runners) (ASA weight rules apply)
19. Columbus 151 Speedway – 3100lbs. (crate motor 3150lbs.)
20. Columbus 151 Speedway (hobby stock) (ASA weight rules apply)
21. Slinger Speedway Thunderstocks- 3100lbs (ASA Weight Rules apply)
- 22. Wausau Speedway Sportsman- CALL FOR DETAILS**

APPEARANCE

1. Cars must maintain a neat appearance
2. Drivers must be available for driver introductions and autograph sessions
3. Cars must have a series sticker package, with all decals in appropriate locations at all times. Sticker packages will be available prior to 2010 racing season.
4. Numbers must be clear and readable. No spray painted or duct tape numbers)
5. Well dressed drivers and crew members are recommended.

WHEELS AND TIRES

- 1. All competitors will be allowed 8” style wheels**
2. Wheels must have car number on them (either painted or a decal—impound rules apply)
3. All hubs must have a 1” lug nut with a ½” minimum stud required
4. Wheel spacer is allowed—track width rules apply 63 1/2” max
5. ASA tire rule applies. **The Hoosier 790 is the official tire of the ASAMST**

CARBURETOR

1. Stock unaltered 500cfm Holley 4412 or a 1.375 Rochester allowed. No 4bbl.
- 2. Keith Dorton 4412 0-805-83-1 is approved**
3. No polishing, grinding, or drilling of holes allowed.
4. The choke plate may be removed
5. Metering block must be stock and unaltered
6. Boosters may not be altered, drilled or epoxyed in, no wire ties.
7. Stock butterflies must not be thinned, tapered or drilled. Screw heads must remain unaltered
8. Throttle shafts must remain unaltered
9. All numbers must matched carburetor.
10. Jetting and power valves and gaskets are the only thing allowed
11. Carburetor must be out of the box stock

12. Steel fuel line, braided line, A.N. fittings are required. No rubber hoses
13. No IMCA carburetor will be allowed
14. Spacer plate allowed up to 1 ¼" only. No stacking of gaskets.
15. Air cleaner 14x4 allowed. No air boxes.
16. K&N air cleaner is allowed
17. Double return springs are required. **One forward, one back**
18. No ram-air boxes are allowed.

CRATE MOTOR

1. GM #88958602 CCMP motor will be allowed. One unaltered Holley 650cfm carburetor #80541-1 with no adjuster plate or spacer used.
2. **Weight may be adjusted for fair competition**
3. **All crate engines MUST have an inspection hole in the oil pan. See home track rule for proper sealing process and approval. (Rockford, Madison)**
4. GM stock 15.5lb flywheel with stock clutch disc and stock pressure plate only
5. **Header** with the maximum 1.625 OD, maximum cost of \$160.00
6. Base weight 3,150lbs.
7. **Crate engines will run a 4412 2bbl in 2011 (weight tba)**
8. All crate engines may not be altered from factory specs
9. Any evidence of tampering with any seals on engine or carburetor components will result in disqualification, confiscation, fines, and or suspensions for the balance of the season
10. ASA tech staff reserves the right to impound motor for detailed inspection

EXHAUST

1. Dual exhaust is allowed (Your track rule on exhaust applies)
2. **Center dump and log style manifolds allowed 2 3/16" maximum I.D.. NO Corvette center dumps allowed!**
3. No 180 degree headers allowed
4. Pipe 2 ¼" in muffler 4 ½" out of muffler allowed.
5. 98 dbs is allowed-track rules apply
6. No exhaust leaks or backfiring allowed
7. No porting or grinding allowed
8. **Headers are allowed on cars with home track rules that state they are allowed**

ASA GENERAL RULES

1. All rules will be checked and enforced by ASA tech officials

2. Car owner, driver, and crew members will be responsible for knowing these track rules
3. There will be no consuming of alcoholic beverages until your car has passed post race tech inspection and racing is done for the event
4. Drug use of any kind will not be tolerated
5. There will be no hand gestures or profanity allowed. (Remember this is a family touring series)
6. Unsportsmanlike conduct of car owner, driver, or crew members will be subject to the ASA trailer for conference with the director of competition.

MISCELLANEOUS

1. No tire treatments of any type allowed
2. No fuel pressure systems allowed
3. No aluminum blocks, or heads allowed
4. No roller cams or roller lifters allowed
5. No dry sump systems allowed
6. No oil tanks allowed
7. No smoking on the track or in car allowed
8. No bungee cords allowed on battery allowed
9. No aluminum rims allowed
- 10. No aftermarket pitman arms allowed (stock only)**
- 11. No aftermarket idler arms allowed (stock only)**
12. No aluminum or adjustable shocks allowed
13. No radios allowed
14. No hood scoops allowed
15. No superchargers or turbochargers allowed
16. No grinding numbers off block of heads allowed
17. No angle plug heads allowed
18. No stroker cranks allowed
19. No scalloped cranks allowed
20. No lightening on cranks allowed. Must be 50lbs minimum
21. No aluminum drive shafts allowed
22. No rear disc brakes allowed (track rules apply)

Contact Info:

for questions and concerns call:

Don Heelein (920) 222-9524

email: don@asamidwesttour.com

Steve Einhaus: (630) 212-6022

email: steve@asamidwesttour.com

Tim Olson: (612) 327-5831

email: tim@asamidwesttour.com