

ASA Sportsman Tour 2011

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 ASA Midwest Sportsman Tour will follow a specific rule package for 2011. The rules within this document are to be followed strictly by all competitors. Competitors that are entering a ASAMST event with rules from their home track that vary one way or another must contact the Sportsman Tech Director for a determined weight prior to racing.

Tracks with competitive upgrades or weight reductions will be listed in the track weight sections in bold print. If your local information is NOT listed and is different then the weights listed you may be allowed to make specific adjustments. ALL competitors must contact the Sportsman Tech Director (TBA TECH PERSON) at the contact information listed below in order to receive information about the allowed adjustments to your race vehicle in relation to your home track rules. All competitors can risk disqualification without prior notice.

Note: Rules Updated 3-5-2011 (Updates are in Bold Black and RED 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 then 1988 per your track rules are allowed to compete a maximum of **FIVE** times during the season. MUST call for approval!
3. Any deviation from stock body dimensions to reach a competitive advantage will cause weight (25lbs) to be added per infraction. amount to be determined by severity of infraction. Cars with home track rules that do not fit the ASA Sportsman Tour guidelines will be allowed a 3 time approval for competition and must make changes to follow guidelines or weight infractions will be added for all occasions.
4. No convertibles.
5. Minimum 108" wheel base.
6. All cars—MAXIMUM tread width 63 1/2".
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 mounts on frames. Leave the **CROSS MEMBER** in the stock location.

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. 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 and Fenders must remain steel or aluminum
16. Side skirts are allowed, however they must be no lower to the ground than 4 ¾"
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 ¾" 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 ¾" except for cross-member on all cars. (2 ¾")
23. Rear spoilers allowed, 5" high and 60" width maximum
24. Ford 9" or Floater rear-end allowed.
- 25. REAR Disc Brakes ARE allowed with a 25lb weight penalty.**
26. 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 and the center of the spark plug hole. Full size metric chassis is allowed with open or locked rear end (9" Ford is allowed)
27. Full size GM chassis are allowed 9" inch Ford open or locked rear end.
28. ¾ inspection hole must be installed in-line with the rear-end ring gear.

MID SIZE GM METRIC CHASSIS EXCEPTION

1. Metric GM or full size spindles are allowed (NO Modifications) No drop down S-10 or Corvette spindles allowed. No exceptions!
2. Steering center link modifications to improve bump-steer is allowed
3. After market center links are allowed. Non Adjustable only!
4. Front lower control arms must be in stock position
5. If using Ford 9" rear end, upper control arm mounts on frame may be raised
6. If using the stock 7 ½" rear end, aftermarket right side axle is mandatory, NO EXCEPTIONS
7. Open or locked rear ends allowed (no aluminum carriers, no gun drilled axles, or camber tubes)

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 ¾" 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/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. Sealed Shocks: Non-Adjustable, Non-Re-buildable maximum \$110.00 each complete and ready to bolt on. Random picks will be subject to shock removal and dyno testing following each event at the competitors expense. **All illegal shocks will be disposed of and the racer is responsible for all inspection fees and fines. Any sealed shock may be protested for \$110 plus shipping, sent to a shock manufacturer dyno and compared to a new shock. Protestee will receive the protestors money and the protestor will receive the shock (s) after deemed legal.**
9. The QA-1 Re-buildable/Non-Adjustable 26 Series shock is allowed. This will be the ONLY NEW re-buildable shock allowed and all parts will be spec'd from QA-1 for inspection. The only interchangeable part will be shims and offered pistons. Shocks may be removed and inspected for spec piston numbers at each race. See QA-1 Specs below.
10. **Elko/Raceway Cars with old 50 series shock allowed. Must have factory QA1 piston. Star washers and check balls okay. No ring shims, pre-load shims, or bleed shims allowed. Must have all factory internal and external parts. No adjustable shafts allowed.**
11. The QA1 26 Series steel monotube shock is currently only offered in 7 and 9 inch strokes. The compressed length of the 7" shock is 13" with a 20.5" extended length. The 9" shock has a compressed length of 15" with an extended length of 24.5". The steel shock body has a 46mm bore. The shock is available in three

different valving options: linear, digressive and low speed digressive. The linear and digressive valvings are available from 1 – 9 on both the compression and rebound strokes and the low speed digressive is available from 5 – 9 on the compression side and 6 – 13 on rebound. All three shocks use an aluminum deflective disk piston and have an aluminum-floating piston.

12. QA1 uses 4 different disc diameters and 5 disc thicknesses: .07" x .015", .90" x .006", .90" x .008", .90" x .010", .90" x .012", .90" x .015", 1.1" x .006", 1.1" x .008", 1.1" x .010", 1.1" x .012", 1.1" x .015", 1.3" x .006", 1.3" x .008", 1.3" x .010", 1.3" x .012", 1.3" x .015
13. The linear piston has a bleed of .070", the digressive a bleed of .125" and the low speed digressive has a bleed of .028".
14. The shocks are rebuildable using only QA1 machined components (pistons, disk, piston rods, etc.). Gas pressure is adjustable by racer depending on valving.
15. QA-1 has three different valving curves for the shocks (linear, digressive, and low speed digressive pistons). Any bleed hole changed in the pistons is illegal. Any piston other than a QA1 46mm 26 series pistons (linear, digressive or low speed digressive) is illegal. Any disc other than the sizes found in the BOM of a 26 series is illegal. Any piston rod other than OEM replacement by QA1 is illegal. No additional machining of any part is legal. **Any QA-1 rebuildable shock may be protested for \$110 plus shipping, and sent directly to QA1 for tear down and inspection of internal parts. Protestee will receive the protestors money and the protestor will receive the shock (s) after deemed legal.**
16. Heim joint allowed on outer tie rods only
17. Rear springs may be extended higher than original rear spring pockets
18. Spindles must remain stock for the frame you are using
19. Coleman or Howe hubs and rotors allowed in front
20. Stock or aftermarket sway bars are allowed...NO SPLINE STYLE BARS
21. No independent rear suspension
22. Upper mono ball joints are allowed
23. No mono ball joints allowed in lower control arms

BRAKES

1. "Made for racing" brake pads are allowed, no carbon fiber or exotic materials
2. No rear disc brakes allowed!
3. Brakes are required on all four (4) wheels and **must function**.
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. Floor pedals are allowed.
6. No aluminum calipers allowed
7. Single position single bore master cylinder only
8. Hubs, Rotors and Drums must be cast iron steel.

FUEL AND FUEL CONTAINER

1. Fuel cell is required- Max 15 gallons

2. Fuel cell must be located in trunk between frame rails as far from the rear bumper as possible min height 10" 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.
5. ASA bar is required and must extend below fuel cell 1/2" and be triangulate back to main frame
6. All fuel cells must be vented with safety roll-over valve.
7. Filler tube extensions are not allowed
8. Fuel inlet cap must be mounted to the fuel cell only. No quick fill inlets!
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

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 2005 SFI 31.1 2006 Helmet or newer required.**
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

RADIOS

1. No radios
2. **1 Raceceiver "only" is MANDATORY in all series traveling cars. Locals racing an ASA event and DO NOT have a raceceiver must notify the series race director during the drivers meeting.**
3. Team spotters are prohibited
4. Scanner must be programmed to ASA Sportsman frequency. 455.3000
5. **Visit www.raceceiver.com or your nearest racing radio dealer.**

ENGINE LOCATION

1. GM engines must be located so that the number one spark plug is in line or ahead of the lower control arms centerline and the center of the spark plug hole.
2. All others are allowed a 2" set back. Ford, Chrysler from the lower control arms centerline measured back 2" to the center of the spark plug hole. **Vortec ELKO style cars see setback rule in weight section.**
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 and the center of the spark plug hole.
6. Ford or Mopar crate engines are NOT allowed at this time
7. Vortec Style engines will be allowed a 0" setback.

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 on the drivers side inline with the 2nd or 3rd rod journal or crankshaft, with a 3/4" npt inspection hole in pan on opposite side of windage tray.
8. Valve spring retainer is the only titanium part allowed
9. Valve stem size must be 11/32 (5/16 or 7mm stem will NOT be allowed)
10. GM cam maximum lift **500**, with a hydraulic cam/lifter roller tip rocker ball type is allowed. No solid lifters, roller cams not allowed. **Cam lift is measured at the rocker arm.**
11. Ford cam maximum lift **500**, with a hydraulic cam/lifter roller tip rocker is allowed. No solid cams/lifters, roller cams or roller lifters. **Cam lift is measured at the rocker arm.**
12. **Mopar cam maximum lift 500, with a hydraulic cam/lifter with shaft style-bushing roller tip allowed.** No solid cams/lifters, roller cams or roller lifters. **Cam lift is measured at the rocker arm.**
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. **Crank shaft minimum weight 50lbs.**
15. Stock intake must remain stock and unaltered.
16. Aluminum spec intakes are allowed. (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 64 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 is **NOT ALLOWED**

22. **RHS SHO (Sportsman Head Option) Program:**

SHO heads must be purchased directly from Racing Head Service, as each purchaser is given a serial number. Serial numbers are then logged and supplied to all tracks or series in which the head is allowed to be used. The SHO head is available in three options:

1. A complete, race ready bolt on (by competitor or engine builder), set of heads. This is the most cost-effective option available.

Assembled with 1.460 Dual Spring with Steel Retainers Part #12317SHO-01 Chevrolet

Assembled with 1.255 High Performance Spring with Tool Steel Retainers #12317SHO-02. Chevrolet

2. A bare casting with all subsequent parts needed to complete assembly by the engine builder or the competitor.

3. A bare casting that allows the engine builder or competitor the option to install their own parts
Bare Head Part #12317SHO Chevrolet

FORD HEAD INFORMATION IS AVAILABLE BY CONTACTING RHS DIRECT.

For more information about the program, visit www.racingheadservice.com. For more more information about the cost of the heads, and information required for your track to be a part of the program, **please contact David McCarver directly at 901-75-3489 or dmccarver@compcams.com.**

TRANSMISSIONS

1. Automatics: OEM automatic transmissions allowed: GM powerglides, turbo 350, 400 and Ford C-4 and C-6 transmissions. All gears must function. No direct drives, couplers, ball valves or bleeder style valve bodies. Must use functional minimum 10-inch diameter steel torque converter. No in car coolers, and NO straight cut gears or lightening of transmission components. All gears **MUST** work. **TCI High Performance 10" torque converter allowed. Part #'s as follows- 741030- Powerglide no midplate 741031- Powerglide ¼" midplate, 242130-TH-350 no midplate, 242131 -TH-350 ¼" midplate**
2. Manuals: 3 speed and 4 speed manual transmissions are allowed. All gears must function. NO straight cut gears or lightening of transmission components.
3. OEM style automatic flexplate only, must be bolted directly to end of crankshaft. 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. Flywheel-Disc-Pressure plate combined minimum 32lbs only
6. Inspection Hole (1") on top of bell housing required. Transmission will be removed if hole is not available.
7. Scatter shield required. (SFI APPROVED) OR ALUMINUM BELL HOUSING WITH SFI APPROVED SHIELD REQUIRED
8. No aluminum drive shafts allowed. Steel only with two (2) drive shaft loops or safety straps 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 any rule infractions. Weights and Ride Heights are measured with the driver IN THE CAR.

ASA Midwest Sportsman Base Weight- 3100lbs with 52% front axle, and 58% Left Side Percentage Max

Nose Weight Percentages Per Engine Combination- Listed Below

Stock GM Castings 492 or less- 52% nose percentage minimum

RHS SHO Sportsman Head Option- 52% nose percentage minimum

GM Vortec Head- 53% Nose percentage minimum, 56% Left Side Percentage with a ZERO engine setback.

ALL OTHER CARS WISHING TO COMPETE IN AN ASAMST EVENT CAN CALL FOR WEIGHTS

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.

ASA Dyno Testing Results for 2011 Racing Season.

RHS SHO Sportsman Head Option			492 GM Casting			GM Vortec Head "Elko Style"		
RPM	Torque	Peak HP	RPM	Torque	Peak HP	RPM	Torque	Peak HP
4000	384	292	4000	383	294	4000	393	299
4500	384	329	4500	383	332	4500	397	340
5000	376	358	5000	373	355	5000	376	358
5550	355	371	5550	352	369	5550	359	376
6000	327	374	6000	325	370	6000	331	378
6500	288	356	6500	286	357	6500	288	356
Best TQ	4300	387	4200	388		4400	399	
Best HP	6200	376	6100		371	5900		380

ALL TESTING WAS COMPLETED AT B&B RACING ENGINES USING THE SAME SHORT BLOCK FOR EACH COMBINATION. EACH RUN WAS COMPLETED USING A STANDARD HEADER EXHAUST SYSTEM

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 and WILL be enforced on ALL traveling series competitors.
6. Additional tire options may be announced prior to the 2011 season and may include the Hoosier 800 combination.

CARBURETOR

1. Stock unaltered 500cfm Holley 4412, or Stock Quadra-Jets (slinger) No 4bbl allowed.
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 match carburetor.
10. Jetting and power valves and gaskets are the only allowable changes.
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. NO TAPERED SPACERS ALLOWED!
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. No Ford or Mopar crate motors allowed at this time.
2. Weight may be adjusted for fair competition
3. All crate engines MUST have an inspection hole in the oil pan.
4. Flywheels must weigh 15.5lbs. No aluminum flywheels or aluminum/steel combination pressure plates allowed. Stock clutch disc, stock pressure plates only. 4 spring combo clutch disc only. No solid clutch discs.
5. Flywheel-Disc-Pressure plate combined minimum 32lbs only
6. Header with the maximum 1.625 OD, maximum cost of \$250.00 No 180 deg headers allowed.
7. Base weight 3,150lbs.
8. All crate engines may not be altered from factory specs
9. Crate engines must install a ¾ inch inspection hole in oil pan on the driver's side in line with the 2nd or 3rd rod journal. REDI of Madison is the only approved installer for seals. Call for appointment- 608-276-5554
10. REDI of Madison WI will be the engine shop used when pulling motors for inspection and Dyno testing after competition.
11. 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
12. ASA tech staff reserves the right to impound motor for detailed inspection

EXHAUST

1. Dual exhaust is allowed
2. Exhaust must exit behind the driver.
3. Center dump and log style manifolds allowed 2 3/16" maximum I.D.. NO Corvette center dumps allowed!
4. No 180 degree headers allowed
5. Pipe 2 1/2" in muffler 5" out of muffler allowed.
6. 98 Decibel maximum.
7. No exhaust leaks or backfiring allowed
8. No porting or grinding allowed
9. **NEW for 2011- Headers ARE allowed with a 25lb weight penalty. Maximum 1.625 OD, maximum cost of \$250.00. NO 180 degree style headers 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 their 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 **functional** hood scoops allowed
15. No superchargers or turbochargers allowed
16. No grinding numbers off block or 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

Contact Info:

for questions and concerns call:

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