

Sportster Rules 2024

Boothill Speedway

***Boothill Speedway reserves the rights to adjust the rules as necessary in order to keep any competitor from having an undue advantage that the management feels is not in the best interest of the sport as whole or in providing a competitive product to our fans.

Sportster Rules

RaceCeiver

1. A working RaceCeiver must be always used when the driver is on the track. Drivers found with broken and/or nonfunctioning RaceCeivers are subject to an immediate disqualification.

Transponders

1. Westhold (yellow or orange only) must be used at all times.
2. Transponders must be located on the rear axle tube facing down toward the racing surface. The right rear axle tube is the preferred mounting location of officials, however transponders placed on the left rear axle tube are allowed.
3. Transponders placed behind this location (toward the rear of the car) will result in your car not being scored accurately. Be forewarned, transponders/timing results are final in all scoring decisions, not photography or videos, and transponder location will not be considered in a disputed finish. Have it in the correct place on the car.
4. Any car to be found with a transponder in a location farther forward in vehicle than as outlined above will be disqualified.
5. Any car found to have more than one operating transponder will be disqualified for the entire race evening.
6. Competitors without a working transponder will not be scored and asked to leave the speedway.

Dual Duty Entry\Car Swap

1. On race night, cars entered into one division are not allowed to be used and compete on the same race card in another division, even with a different driver. No "double-dipping" with the same car in other divisions.
2. Drivers can utilize another competitor's car in the same division should their entered car not be able to continue and compete. However, once a driver switches to another car, he may not "switch back" to his original entry and must

complete the evening in the car the driver “switched to”. A car that has been “switched to” cannot be returned to the original driver and be used again in the same event and a car can only be used once in the race program in this “switch scenario” once.

3. Drivers will only be allowed to “switch cars” one time in the evening. If a driver switches car, he must start at the rear of the next qualifying race and must move the transponder from the original vehicle to the switched vehicle.

4. Driver’s will not be allowed to start the main event in a car other than the car they qualified into the main event with.

This applies to heat race, last chance, time trials, or provisional transfers into the main event based upon performance in the original car. Once a driver switches car, he must qualify again with the new car in the current races format. If this occurs in the last chance race, the next car not transferred would be given the transfer spot. The only time this rule would be waived is if the starting main event does not have a full field entered into the event.

Safety Equipment (Rules always apply car is on track.)

1. Westhold Transponders and RaceCeiver one-way radios are required to be used in Hot Laps, Heat, Last Chance, and Main Events.

2. Recommended fire system or working fire extinguisher required within drivers reach in car.

3. Snell-rated SA2015 and SA2020 helmet required.

4. Roll Bar Padding is recommended.

5. SFI-approved full fire suit required. Fire retardant gloves, shoes, and neck brace (or head and neck restraint) recommended.

6. Recommended: Fire retardant head sock and underwear, collapsible steering shaft.

7. Minimum three inch (two inch with head restraint system) wide SFI-approved five-point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old.

8. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

9. Safety items such as seat belts, helmets and fire suits will be checked.

10. THERE WILL BE NO MORE WARNINGS FOR HOW WEIGHT IS MOUNTED. IF WEIGHT IS FOUND MOUNTED INCORRECTLY, IT WILL BE AN IMMEDIATE DISQUALIFICATION FROM THE REMAINDER OF THE RACE EVENT. ONCE A CAR HAS LEFT ITS' OWN PIT AREA, IT IS SUBJECT TO BEING CHECKED AND DISQUALIFIED FOR IMPROPER WEIGHT MOUNTING.

Appearance

1. All racecars must be numbered with large legible numbers on both sides, on top and on the nose and rear panels.

Numbers on the sides of the racecar should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high.

Sportster Purpose

1. The intent of this division is to provide a pure stock class of racing intended to be a fun racing experience for all who choose to get involved. This division is designed for the budget racer. Fun is the key word for this division.
2. The rules are simple and easy to follow and will be enforced. Remember if this rule book does not say you can do something to your car...DON'T do it...PERIOD... always we will be checking these cars on a regular basis for ANY rule violation. Any questions regarding rules contact Steve Bogues.
3. At no time will the winner of a normal feature event be paid more than \$200 or in a special event more than \$500. Any other additional monies or bonuses that equal more than those amounts will be spread throughout the field.

Eligibility

1. Any American made automobile with a wheelbase of 108" or more will be allowed to compete. We encourage 4 door models and station wagons in this division with no individual rear suspension.
2. Trucks with a wheelbase of 108" or more legal.
3. Unibody cars with 107.5" wheelbase are legal, but must have subframe tied together with a minimum 2" square tubing.
4. No alterations to original wheelbase, frame design, or pickup points are allowed. No jig cars or aftermarket frames allowed.

Bodies

1. Bodies must be as they came from the factory.
2. Severely rusted panels MUST be replaced.
3. Stock panels only, Panels may be replaced with homemade stock-appearing steel panels from body lines down.
4. No flat panels.
5. No Aluminum Body components unless factory equipped.
6. All sharp edges must be rolled under.
7. No opening up wheel wells beyond stock appearing.
8. Hoods may be pinned in front and back. Stock hinges preferred. Hoods must open without tools of any kind.
9. All bumpers must be rounded on ends, NO STRAIGHT CUT OR SHARP EDGES. Stock-type bumpers only. Bumper

covers and tail cover will not be allowed.

10. Bumpers must be securely attached to frame and have a chain loop for wrecker to hook on, in center of each bumper.

11. All doors must be welded shut and gutted for roll bar clearance.

12. All glass must be removed completely, and 3 window bars must be in front of driver.

13. All trailer hitches must be removed.

14. Front fender inner liners must be removed.

15. All interiors must be removed, dash covers, seats, headliner, etc.

16. No removing of "ANY" sheet metal, frame or frame components (i.e. Floor pans).

17. MAX 6" spoiler allowed. No side boards on the spoiler allowed.

18. Front radiator support may be removed.

19. Floor pan must be full and complete. Trunk floor may be cut out for fuel cell clearance. Fuel cell must not be below frame rails.

20. Front Visor allowed only. 7" Max

21. Vintage (50 years old or older) will be allowed. Call Steve Bagues for further information.

Brakes

1. Three-wheel hydraulic brakes mandatory, in good working order. Brake components must be stock. Aftermarket performance brake pads and shoes may not be used. Disk brakes are allowed on the rear. No bias allowed. Single master cylinder only. Aftermarket pedal allowed, no adjustment allowed what so ever.

Engines

1. Stock stamped engine parts per vehicle manufacturer only

2. 1.94 intake valve and 1.5 exhaust valve. Stock rocker arms, no long slot rockers. Pinned or shoulderless screw in

studs are allowed, no guide plates. No poly-locks allowed. 1.250 Valve Spring Diameter.

3. Stock height valve covers

4. Chevrolet 350 can run 882, 624 and 369 heads.

5. Chevrolet Camshaft and Lifters: ProTek CK-E922-P Melling MEL-22203 Enginetech ES-1013r.

6. Chevrolet 305 can run 416, 601 and 450 heads.

7. Chevrolet 305 Camshaft and Lifter: May have a maximum .310 lobe lift.

8. Ford can run Ford 351 Windsor Head [#D80E](#) and Elgin Cam Kit [#CL-959PK ONLY](#).

9. Chrysler can run 360J Head and Elgin Cam Kit [#CL-936PK ONLY](#).

10. All engines must run a factory style hydraulic lifters.

11. Stock aluminum or steel intake manifolds.

12. Stock Holly 4412 allowed. Stock Rochester Quadra Jet carburetor can be used

13. Max 1" carb adapter. 1 gasket on the bottom and 1 gasket on the top of the adapter.

14. No porting, No gasket matching, No performance machine work period!!

15. Cylinder Heads must retain casting marks and sharp edges in bowl area.

16. Stroke must match block. 362 C.I.D. max Ford or GM. 366 C.I.D max Chrysler.

17. Stock OEM Steel connecting rods only.

18. ARP bolts allowed.

19. Cast flat top 4 equal valve relief pistons only, press pin. Piston may not exceed deck height without head gasket.
20. 160psi cranking compression after the feature.
21. Air cleaner may pass through the hood.
22. Engines must remain in stock location. Racing motor mounts allowed; stock transmission crossmember must be used. No midplates or mid-mounts.
23. Circle track oil pan is allowed. No windage trays bolted to the block covering the view of the rotating assembly. No windage trays under intake manifold.
24. 1"-inch inspection plug in oil pan mandatory on the side of pan between main caps # 3 and 4 above the oil level
25. Mini starter is allowed.
26. 8" harmonic balancer only
27. Aftermarket power steering pump allowed. Aftermarket pulleys allowed
28. Stock fuel pump only. No performance fuel pump allowed. Electric fuel pump Holley Part Number HLY-12-427 may be used with late model style blocks WITHOUT a factory fuel pump hole. Must be wired to the ignition switch and have a oil pressure safety switch. Any car not found in compliance with these rules will be disqualified and not allowed to race.

Radiators

1. Any (1) radiator that fits in original location without any body modifications is allowed.
2. Steel Water pump only

Exhaust

1. Any OEM exhaust manifold or 1 5/8 header, 3" collector allowed. No step headers, no crossovers, no tri-y's or H Pipes.

Fuel and Fuel cell

1. Pump gas only. No E85, No Racing Gas, or Methanal.
2. Fuel cells are mandatory. All fuel cells must have flapper under fuel cap.
3. Fuel cell must be secured in trunk any part of fuel cell cannot be forward of any part of rear end. Fuel cell must be in the trunk, secured by 2 straps side-to-side and at least 1 front to rear.
4. The fuel cell may be no lower than the rear frame rails and the area directly beneath the fuel cell should be open so fuel cannot collect within the car if spilled or the fuel cell is leaking.
5. Fuel cell vents, including cap vent, must have check valves.
6. Fuel cell must have aircraft style positive seal filler neck/cap system. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.
7. Fuel line(s) passing through the driver's compartment must be enclosed in a metal pipe or metal conduit. Fuel Filters are not allowed in the driver compartment.

Rear End and Rear End Housing

1. Stock for make and model. No modifying of brackets or pick up points.
2. Must be locked by welding or a mini spool.
3. No traction control of any type.
4. Stock OEM rear end for make and model
5. Must have a drive shaft loop 1/3 of the way from the front of the drive shaft.
6. Drive shaft must be stock, no lightweight components.

Frame

1. No frame alterations of any kind except to strengthen the roll cage attachment points with plate or box tubing.

Ignition system

1. All makes and models must have a stock GM HEI distributor.
2. No aftermarket ignition system
3. Must have OEM stamping
4. MSD Soft Touch Rev Limiter Part # MSD-8727CT mandatory on every car. Max RPM is 5800
5. One 12-volt battery only must be mounted securely in trunk area

Drivers Compartment

1. No in car adjustment allowed.
2. No digital gauges
3. No roller gas pedals. Must have mechanical linkage, no cable gas pedals.
4. Driver seat must be in the left quadrant of the ca and no further back than 25" from center line of the rear end.
5. Aluminum Racing Seats. No Fiberglass or stock seats allowed.
6. 5-point harness required.
7. Aftermarket steel steering rod allowed; quick release steering wheel recommended.
8. Decking is allowed but must not seal off to the side or behind the driver. Must be able to see the full floor pan beside and behind the driver.

Roll Cage

1. Minimum four-point cage, minimum size 1 ½ "O. D. by .095" wall thickness.
2. Minimum three bars in driver's side door, and two bars on passenger side door (three bars recommended).
3. Three passenger door bars are required if passenger is riding.
4. Must have at least three bars in front of driver in windshield area and three bars in front of passenger area if passenger is riding.

Suspension

1. No bump stops.
2. One shock in OEM location per wheel. Stock OEM replacement shocks only. OEM Means OEM, not aftermarket or

replacement shocks that are upgrades to OEM ride, performance, or quality etc...

3. No Bilstein shocks of any kind.
4. Track may claim all 4 shocks for \$40 for the set at any time regardless of finish position.
5. Shocks must be purchased from Auto Zone, ABC Auto Parts, O'Reilly's, RockAuto, ETC. Refusal to submit to give shocks up will be immediate and indefinite suspension from the class.
6. Wheelbase left to right must be within a half inch of each other.
7. No cutting or altering control arms - must be OEM
8. No altering of steering components. Quick steer allowed. No aftermarket sweet type boxes.
9. Transmission must remain in OEM placement.
10. Rear axle must remain in OEM placement.
11. No altering bushings. STOCK replacement only. No offset bushings.
12. No altering of rear trailing arms - must be OEM.
13. OEM replacement upper and lower ball joints only. No low friction or rebuildable ball joints.
14. Oversized wheel studs allowed front and rear.
15. Upper A Frames must be stock.
16. All suspension components must be in the position they came from the factory.

Springs

1. Racing Springs ok. Maximum length of rear springs 14" tall free height and both sides must be equal and in stock location. Pigtail on both ends
2. No spring rubbers, no adjustable weight jacks of any kind, and must sit in unaltered top and bottom stock mounts.
3. Front Springs Minimum length (Free Height) of front springs 11" tall free height. Must be closed end. Cannot be cut or altered from original manufacturer shape.
4. Leaf springs are allowed lowering shackles on the rear mount only. Front eye must remain in stock location.
Chevrolet must run Chevrolet springs and Chrysler must run Chrysler springs, etc...
5. Leaf spring vehicles are allowed lowering blocks up to 2", non-adjustable, and must be the same from driver side to passenger side.

Tires

1. Southwest Speed Part number #299-499 only. Any altering, grinding, siping, grooving, soaking, doping or anything other than washing with water will result in immediate and indefinite suspension from the class.
2. 215/65/15 Radial. These 3 brands are the only ones allowed. Sailun Atrezzo, Doral SDL sport, Solar 4XS Plus

Transmission

1. Automatic transmission only. Must retain all working gears equipped from OEM.
2. Must match engine make for transmission make, no mixing (ex. Ford with Chevrolet)
3. Stock converter -12" diameter minimum. No direct drives or internal performance parts.

4. Aftermarket transmission cooler allowed, however, they must stay in the engine compartment

Weight

1. Weight may be securely added in trunk or under the hood, but not in plain view or within the driver's compartment must be painted white with car number.
2. Car must weigh minimum 3100 lbs. with driver after race.
3. No weight mounted to rear end housing.
4. All weight 25 pounds and less must have at least 1 half inch diameter bolt securing it to frame.
5. Weight over 25 pounds must have 2 half inch diameter bolts securing it to frame.
6. No stacking of weight.
7. 51% MAX rear weight at the end of each race
8. Older cars that do not meet all body specs will be subject to weigh 3300 pounds and still maintain the 51% rear rule.

Wheels

1. 8" maximum width steel wheels. 1", 2", 3" 4" offset wheels ONLY. No spacers allowed. No beadlocks allowed. All 4 wheel offsets must match.
2. 1" lug nuts required, for safety. At least 1 thread must extend beyond nut.
3. No Wheel spacers
4. Foam mud plugs may be used on right side only.
5. Wheel Screws are allowed. Four(4) on the outside and Four(4) on the inside of each wheel is the max allowed.

Body

1. Minimum 5.5" from the ground.
2. Max 7" visor, no side visor on body or cage.
3. B pillars must be stock oem. Side windows must be OEM or a min height of 16.5" +/- 1". Rear side window may be closed off. Roof must be stock steel OEM. No Wedge Roofs.
4. Dash can be no more than 35" from the center of the distributor or 28" from the back of the stock hood.
5. Rear deck may only be 8" in front of the center of the rear end.
6. Trunk and rear quarters must have a min 2" rev rake.
7. Max 73" width of body.
8. Hood opening has to be at least 42" min centered between frame rails
9. Flat plastic skirting is allowed but must maintain 5.5" of ground clearance.

ALL CARS ARE SUBJECT TO INSPECTION AT ANYTIME BY TRACK OFFICIALS. OFFICIALS RESERVE THE RIGHT TO CHANGE, ALTER, OR REMOVE ANY RULE FROM THIS BOOK TO LEVEL THE FIELD OF COMPETITION.