

Sportster Rules 2025

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.

Boothill Speedway

Sportster Rules {This is not factory stock class, I don't care what's legal in that class}

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.

2025 Rule Changes in Red

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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 and rear panel.

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. 2

2. No powder coating of roll cage, frame, suspensions parts, etc. **2**

Sportster Purpose

1. The intent of this division is to provide a pure stock entry level 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.

After a sentence you may see a 1 or a 2. 1 means it's a DQ from that race you just participated in.

2 means fix before next event or you will be Dqed.

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 independent rear suspension. **1**

2. Trucks with a wheelbase of 108" or more legal. **1**

3. Unibody cars with 107.5" wheelbase are legal, but must have subframe tied together with a minimum 2" square tubing. **1**

4. No alterations to original wheelbase, frame design, or pickup points are allowed. No jig cars or aftermarket frames

allowed. **1**

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. **1**
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. **2**
9. All bumpers must be rounded on ends, NO STRAIGHT CUT OR SHARP EDGES. **1** Stock-type bumpers only. Bumper covers and tail cover will not be allowed. **2**
10. Bumpers must be securely attached to frame and have a chain loop for wrecker to hook on, in center of each bumper. **2**
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. **1**
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. **1**
20. Front Visor allowed only. 7" Max **2**

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. **1** Brake components must be stock. **1** Aftermarket performance brake pads and shoes may not be used. **1** Disk brakes are allowed on the rear. No bias allowed. Single master cylinder only. **1** Aftermarket pedal allowed, no adjustment allowed what so ever. **No brake shut off valves allowed.**

Engines

1. Stock stamped engine parts per vehicle manufacturer only. **1**
2. 1.94 intake valve and 1.5 exhaust valve. **1** Stock rocker arms, no long slot rockers. **1** Pinned or shoulderless screw in studs are allowed, **1** no guide plates. **1** No poly-locks allowed. **1** 1.250 Valve Spring Diameter. **1**
3. Stock height valve covers. **2**
4. Chevrolet 350 can run 882, 624 and 369 heads. **1**
5. Chevrolet Camshaft and Lifters: ProTek CK-E922-P Melling MEL-22203 Enginetech ES-1013r. **1**
6. Chevrolet 305 can run 416, 601 and 450 heads. **1**
7. Chevrolet 305 Camshaft and hydraulic flat tappet Lifter: May have a maximum .310 lobe lift. **1**
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. **1**
11. Stock aluminum or steel intake manifolds. **1** No factory hi-rise.
12. Stock Holly 4412 allowed. Stock Rochester Quadra Jet carburetor can be used, **1**
13. Max 1" carb adapter. 1 gasket on the bottom and 1 gasket on the top of the adapter. **1**
14. No porting, No gasket matching, **1** No performance machine work period!! **1**
15. Cylinder Heads must retain casting marks and sharp edges in bowl area. **1**
16. Stroke must match block. 362 C.I.D. max Ford or GM. 366 C.I.D max Chrysler. **1**
17. Stock OEM Steel connecting rods only. **1**

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. **1**

20. 160psi cranking compression after the race. **1**

21. Air cleaner may pass through the hood.

22. Engines must remain in stock location. **1** 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. **1** No windage trays under intake manifold. **1**

24. 1"-inch inspection plug in oil pan mandatory on the side of pan between main caps # 3 and 4 above the oil level **1**

25. Mini starter is allowed.

26. 8" OEM harmonic balancer only, **1**

27. Aftermarket power steering pump allowed. Aftermarket pulleys allowed

28. Aftermarket performance fuel pump allowed in stock location for the make of engine. **1 No fuel pressure regulators and/or fuel bypass systems are not allowed. **1** Electric fuel pump may be used with late model style blocks WITHOUT a factory fuel pump hole. **1** Must be wired to the ignition switch and have a oil pressure safety switch. **1** 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 **1**

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, 1 5/8 tube zoomies ok. **1**

Fuel and Fuel cell

1. Pump gas only. No E85, No Racing Gas, or Methanal. **1**

2. Fuel cells are mandatory. **1** All fuel cells must have flapper under fuel cap. **2**

3. Fuel cell must be secured in trunk any part of fuel cell cannot be forward of any part of rear end. **1**
Fuel cell must be in

the trunk, secured by 2 straps side-to-side and at least 1 front to rear. **2**

4. The fuel cell may be not 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. **1**

5. Fuel cell vents, including cap vent, must have check valves. **1**

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. **2** Fuel Filters

are not allowed in the driver compartment. **1**

Rear End and Rear End Housing

1. Stock for make and model. **1** No modifying of brackets or pick up points **1**. **May be braced**

2. Must be locked by welding or a mini spool. **1**

3. No traction control of any type. **1**

4. Stock OEM rear end for make and model **1**

5. Must have a drive shaft loop 1/3 of the way from the front of the drive shaft. **2**

6. Drive shaft must be stock, no lightweight components. **1**

Frame

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

Ignition system

1. All makes and models must have a stock GM HEI distributor. **1**

2. No aftermarket ignition system **1**

3. Must have OEM stamping

4. MSD Soft Touch Rev Limiter Part # MSD-8727CT mandatory on every car. Max RPM is 5800, all wiring must not be tampered with, must be wired following manufacture instructions, wiring must be visible for inspection, ground wire (black wire) off of box must be grounded to the box and be able to remove it easily. **1**

5. One 12-volt battery only must be mounted securely in trunk area **1**

Drivers Compartment

1. No in car adjustment allowed. **1**

2. No digital gauges **2**

3. No roller gas pedals. **2** 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. **1**

5. Aluminum Racing Seats. No Fiberglass or stock seats allowed. **1**

6. 5-point harness required. **1**

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. **1**

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). **1**

3. Three passenger door bars are required if passenger is riding. **1**

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. **1**

Suspension

1. No bump stops. **1**

2. One shock in OEM location per wheel. **1** Stock OEM gas replacement shocks only. OEM Means OEM, not aftermarket or

replacement shocks that are upgrades to OEM ride, performance, or quality etc... **1**

3. No Bilstein or KYB shocks of any kind. **1**

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. 1
6. Wheelbase left to right must be within a half inch of each other. 1
7. upper and lower aframes must be OEM. 1 But may be braced for strenght, must not be lengthen or shorten, and bracing must not limit aframe travel. 1
8. No altering of steering components. Quick steer allowed. No aftermarket sweet type boxes. 1
9. Transmission must remain in OEM placement.
10. Rear axle must remain in OEM placement.
11. No altering bushings 1 STOCK replacement only. No offset bushings. 1
12. rear trailing arms upper and lower may be braced for strength, but must be OEM for make and model of car, not be length or shorten. 1
13. OEM replacement upper and lower ball joints only. No low friction or rebuildable ball joints .1
14. Oversized wheel studs allowed front and rear
15. All suspension components must be in the position they came from the factory. 1
16. spindle savers ok

Springs

1. Racing Springs ok. Maximum length of rear springs 14" tall free height and both sides must be equal and in stock location. 1. Pigtail on both ends. 1
 2. No spring rubbers, no adjustable weight jacks of any kind, and must sit in unaltered top and bottom stock mounts. 1
 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. 1
 4. Leaf springs are allowed lowering shackles on the rear mount only. Front eye must remain in stock location. 1
- Chevrolet must run Chevrolet springs and Chrysler must run Chrysler springs, etc...1

5. Leaf spring vehicles are allowed lowering blocks up to 2", non-adjustable, and must be the same from driver side to

passenger side. **1**

Tires ; Hoosier F-70 8" Pulloffs only. **1** No altering, grinding, siping, grooving, soaking, doping or anything other than washing with water will result in a suspension. **If a tire sample come back from testing facility not confirming to the benchmark, driver will be suspended from the class for 365 days.**

Transmission

1. Automatic transmission only. **1** Must retain all working gears equipped from OEM. **1**
2. Must match engine make for transmission make, no mixing (ex. Ford with Chevrolet) **1**
3. Stock converter -12" diameter minimum. **1** No direct drives or internal performance parts. **1**
4. Aftermarket transmission cooler allowed, however, they must stay in the engine compartment **2**

Weight

1. Weight may be securely added in trunk or under the hood, but not in plain view or within the driver's compartment **1**

must be painted white with car number. **2**

2. Car must weigh minimum 3100 lbs. with driver after race. **1**
3. No weight mounted to rearend housing. **1**
4. All weight 25 pounds and less must have at least 1 half inch diameter bolt securing it to frame. **1**
5. Weight over 25 pounds must have 2 half inch diameter bolts securing it to frame. **1**
6. No stacking of weight. **2**
7. 51% MAX rear weight at the end of each race **1**
8. Older cars that do not meet all body specs will be subject to weigh 3300 pounds and still maintain the 51% rear rule. **1**

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. 1

2. 1" lug nuts required, for safety. 1 At least 1 thread must extend beyond nut.

3. No Wheel spacers. 1

4. Foam mud plugs may be used on right side only.

Body

1. Minimum 5.5" from the ground. 1

2. Max 7" visor, no side visor on body or cage. 1

3. B pillars must be stock oem. Side windows must be OEM or a min height of 16.5" +/- 1". 1 Rear side window may

be closed off. Roof must be stock steel OEM. 1 No Wedge Roofs. 1

4. Rear deck may only be 8" in front of the center of the rear end. 1

5. Trunk and rear quarters must have a min 2" rev rake. 1

6. Max 73" width of body. 1

7. Hood opening has to be at least 42" min centered between frame rails. 1

8. Flat plastic skirting is allowed but must maintain 5.5" of ground clearance. 1

9. measuring from the top of rear frame where rear spring sits to the top of rear speaker deck [trunk] height max is 17". 1

PROTEST RULES

THESE RULE ARE HERE FOR YALL TO USE IF YOU THINK I'M NOT DOING ENOUGH, IT DOES NOT HURT MY FEELINGS IN ANYWAY.

AFTER RACE WINNINER CAN HAVE CAR PROTESTED BY ANY DRIVER IN THE RACE THAT MEETS THE FOLLOWING;

1-HAS PERTICIPATED IN THE PREVIOUS 2 RACES AT THAT TRACK

2-FINISHED ON THE LEAD LAP AT THAT RACE

3- MUST DRIVE DIRECTLY TO TECH AREA WITH MONEY WITH THEM

PROTESTED DRIVER MUST ACCEPT OR DENY PROTEST. DRIVER ONLY NOT THE CAR OWNER. FIRST

ACCEPT OR DENY IS GOING TO BE BINDING. DRIVER HAS 5 MINUTES TO ACCEPT OR DENY. DRIVER HAS 1HR MAX TO HAVE ANY PROTESTED PARTS REMOVED FROM THE TIME OF ACCEPTANCE. PROTESTED DRIVER MUST LET WHOEVER IS PROTESTING WITNESS THE INSPECTION.

IF WINNER IS DEMED LEGAL HE RECEIVES THE PROTESTED AMOUNT

IF WINNER IS DEMED ILLEGAL, PROTESTER WILL RECEIVE THE PROTESTED AMOUNT BACK, AND THE WINNER WILL BE DQED FROM THAT RACE.

IF WINNER REFUSES PROTEST HE OR SHE WILL BE DQED AND DRIVER AND CAR WILL NOT BE ABLE TO COMPETE IN ANY OTHER SPORSTER RACES FOR 2 WEEKS

WINNER ONCE HE OR SHE ACCEPTS THE PROTEST HE OR SHE BECOME RESPONSIBLE FOR HIS OR HERSELF AND CREW, ANYTHING THAT SEEMS TO BE BAD SPORTSMANSHIP CAN RESULT IS FURTHER ACTION BE TAKEN

PROTESTED ITEMS AND COST

Inspection plug removal and inspection-\$50

CARBURETOR-\$100

SHOCKS-\$100

DISTRIBUTOR-\$100

TIRES-\$300 (\$150 to pay for test, \$50 for techmen to send it off, \$100 for the protested driver) if winner refuses he or she is going to be considered guilty and suspension will be enforced. \$100 will be returned to protester if winner is found guilty.

MSD REV BOX-\$200 WILL CHECK WIREING, FROM SWITCH TO BOX, WIREING FROM BOX TO DISTRIBUTOR, AND INSTALL MSD RPM TESTER TO CHECK BOX. \$25 extra charge for techman

CAM CHECK-\$200 will check lobe on cam for correct lift and duration. \$50 extra charge for techman

CYLINDER HEAD AND BORE AND STROKE-\$400, winner will remove head, techman will remove valves look for porting, grinding, also will check piston for 4 valve reliefs, bore size and stroke of crankshaft .50 FOR TECHMAN

DOMINANCE RULE

ANY DRIVER THAT HAS WON A TOTAL OF 8 RACES WILL BE PENALIZED 100 RPM ON THERE REV LIMITER. SO 5700 RPM MAX. THE 8 FEATURE WINS WILL ONLY BE COUNTED IF THERE WAS ATLEAST 10 CARS AT THE START OF THE FEATURE. THE NUMBER OF WINS WILL BE COUNTED FROM ALL THE TRACKS THAT USE THESE

RULES. THE PENEALTY WILL EFEECT THE DRIVER AT ALL TRACKS THAT USE THESE RULES.

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

GOOD LUCK WITH POST RACE INSPECTION

IF YOU FEEL THE NEED TO TEST THESE RULES MAYBE YOU SHOULD BE IN THE FACTORY STOCK CLASS.

DRIVERS AND OWNERS PLEASE REMEMBER THAT WE ARE HERE AND CAN RACE BECAUSE OF THE FANS, PROMOTERS, AND SPONSORS. IF THEY DON'T BENEFIT, WE WON'T BENEFIT. WHILE WE UNDERSTAND THAT THIS COMPETITION INVOLVES SUBSTANTIAL FINANTIAL STAKES, THERE IS NO EXCUSE FOR BAD OR UNRULY BEHAVIOR WHICH WOULD TEND TO BRING THIS CLASS, TRACKS OR SPONSORS INTO DISRESPECT.