

Crate Sportsman Rules

ENGINES:

- Only a General Motors Spec. PN88958602 I.D. plate must be accessible.
- Stock Rocker arms that came with motor only.
- OEM style fan and water pump crank driven.
- No electric fans and clutch fans.
- No evacuation pumps of any kind. Mechanical, electrical or otherwise not allowed. Engines must pull a minimum of 19 inches of vacuum at idle.
- Replacement valve spring part # GM10212811

HEADERS:

- No Tri-Y headers.

DISTRIBUTOR:

- HEI distributor that comes with motor.
- Must have MSD Rev Limiter #MSD87286 with 6200 RPM chip. Rev box chip must face up and be taped into the rev box. This must be hooked up and working at all times. If found to be higher than 6200 RPM chip, you will lose purse and points for that event, and a fine of \$500.00 must be paid before racing again.
- MSD must be out of the reach of the driver. All wiring to REV Limiter box not permitted to be in a harness.
- All wires must be clearly visible.
- Rev box must be under hood and be easily removed for tech purposes.
- No Cockpit mounts. Must be out of reach of driver.
- Rev boxes may be confiscated or swapped by Penn Can Speedway officials.

CARBURETOR:

- One 650 cfm Holley allowed. The only allowed part numbers are Holley 4777 and Holley 80777.
- CARBURETOR must maintain stock venturie and throttle bore dimensions: primary venture 1 ¼”.
- CARBURETOR must remain stock in all respects.
- Booster height must remain stock (no cutting or polishing).
- No visible modifications without disassembly.
- Go/no go gauge measurements valid on hot or cold carburetor.
- Carburetor maximum height measured from bottom or carburetor base to machines horizontal gasket surface of block with 7” in both front and rear of block.

Carburetor modifications allowed are listed. Any other modifications not mentioned are not legal

- Holes drilled in the throttle plates for proper idling
- Drilling, tapping and plugging of unused vacuum ports.
- Welding of throttle shaft to linkage arm.
- Drilling of idle or high-speed air correction jets.
- Milling of center carburetor body metering block surface a maximum of .015” on each side.
- Removal of choke plate and shaft
- The jets may be changed as needed.

WEIGHTS REQUIREMENTS:

- Steel wheels: 2375 pounds with driver, without adding fuel.
- Aluminum wheels: 2450 pounds with driver, without adding fuel.
- Track scales are official – no protests or appeals allowed on their findings. NOTE: any car found under weight by officials will be completely disqualified for the night.

FUEL REQUIREMENTS:

- In order to participate in the season ending point fund fuel must be purchased from the track vendor.
- No nitro or any other additives.
- All cars are subject to random testing.
- Any car found with illegal fuel is subject to a fine of disqualification and loss of points.
- Stock fuel pump only.
- No oxygenated fuel
- In order to be eligible for point fund money, competitors must purchase fuel from the designate fuel supplier of Penn Can Speedway

MUFFLER REQUIREMENTS:

- Mufflers are recommended

CHASSIS REQUIREMENTS:

- Chassis – Must be at least two years old

BODY REQUIREMENTS:

- “DIRT” style sportsman specifications
- No sail panels, wings, etc. allowed.
- Only aluminum or steel will be allowed for all inner and outer body panels.

TRACK TIRE REQUIREMENTS:

- American Racers, only SD 38 allowed on Right Rear and only SD 33 on the other locations, an option of Five Mile Point compounds allowed on rear, must be run as a pair, SD 48 allowed on Right Rear with SD 44 on Left rear.
- Left rear tire: American Racers (Must be stamped) SD33 (27.5x11), (option SD 44, only with option on RR).
- Right rear tire: American Racers (Must be stamped) SD 38, (29x11), (option SD 48, only with option on LR).
- Left & Right front tires: American Racers (Must be stamped) /SD 33.
- Buffing, cutting, grooving, or siping will be allowed. No tires chemically altered. Tires will be checked with durometer and sniffer on scales after feature events. Tire markings from the manufacturer can not be altered.
- **TRANSMISSION**
- Approved North American or Canadian manufactured manual shift transmission only. No automatics are permitted.
- No overdrive or underdrive transmissions are permitted.
- No running through reduction gears, transmission must be direct drive to rear end at racing speed.
- Transmission must have forward, neutral, and reverse gear in good working condition. From a neutral position with the motor running, a car must be able to go forward and backward in a smooth manner.
- Transmission must bolt to the bellhousing.
- The car must start and move under by its own power.

REAR END REQUIREMENTS:

- Conventional quick-change type rear end.
- No live rear-ends
- No lockers or 2-Speed rears allowed.
- No limited slip type rear ends or hubs allowed.
- No titanium in drive line rotating assembly.
- No aluminum drive shaft, drive shaft yokes, or crank drive flange.

- No cut or lightened ring gears.
- No cut or lightened quick change gears.
- No mini-Quick Change Rears/V-8 rears allowed.

STARTER REQUIREMENTS:

- All cars must have a battery. No 16 volt batteries allowed. Maximum voltage 14 volts.
- All cars must have a self-starter in good working condition.

SHOCKS:

- No large body or remote reservoir style shocks
- Shocks must be approved by PCS \$200 MSLP
- No external adjustments other than gas through schrader valve.
- PCS reserves the right to approve or disapprove any shocks for competition at the speedway.
- The shock rule established for the 2010 season is for one year only. It is not necessarily the rule followed by other tracks running the crate sportsman. It is meant to give competitor a year to use previously purchased shocks.

WHEELS:

- Aluminum or Steel wheels only.
- No carbon fiber or plastic wheels.

MISCELLANEOUS:

- No In Car adjustments (brake bias okay)

CRATE ENGINE DISCLAIMER:

It is strictly prohibited to tamper with or remove the factory seals on a crate engine. These engines are not repairable, rebuildable, or resealable. In the event that a crate engine should need a repair which requires the removal of one or more of the seal bolts, that engine is now considered unusable and must be removed from competition. A new legal crate engine must be obtained for any further competition at Penn Can Speedway.

Anyone caught tampering with or removing a seal bolt from a crate engine in order to access the internal workings of the engine shall be immediately disqualified, fined \$500, and stripped of all accumulated points up to the time of the infraction. The engine will not be allowed to compete again at Penn Can Speedway.

ANYTHING NOT COVERED IN THESE RULES WILL BE TO THE DISCRETION OF THE TRACK OFFICIALS. TRACK OFFICIALS DECISIONS ARE FINAL.