LM "Sportsman" ***updated 01/18/16***

2016 - weekly Sportsman rules will be the same as Laboon rules except tires, any Hoosier tire may be used weekly.

PPMS Open Sportsman "Laboon" Showdown Series Rules

PPMS base rules with:

Any carb or transmission
Cars with 2 barrel carb or 8" tires-100# weight break.

602 RUSH Crate Engine: 2600 lbs
604 RUSH Crate Engine: 2800 lbs
358-362 Spec Engine: 2800 lbs (no aluminum heads)
Up to 410 Open Engine: 3000 lbs. (any cam, roller cam & rockers ok, no aluminum heads)
Open tire brand and compound, Grooving and siping allowed.
All other PPMS rules below apply. Track officials have the option to assess a weight penalty versus not letting a car compete.

Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

All cars must have wrecker hookup. **A**ll cars should have **5** pound minimum fire extinguisher in reach of driver. **A**ll drivers should wear flame retardant fire suit, shoes and gloves. **W**indow nets are highly recommended. **N**o radios, communication equipment or mirrors, including pit boards. **N**o computer controlled equipment allowed on any car.

All parts specified as OEM/stock manufactured must be standard option parts or equivalent aftermarket parts and must be readily available from car dealer or any auto parts store. **C**asting numbers must remain on all OEM/stock parts.

Rules that state ALL CARS or rules that are not weight-specific apply to all cars. **C**ars receiving weight breaks must meet all Motor, Carburetor, Transmission, Suspension and Frame specifications listed with the designated weight.

1. MODEL CARS
1960 to current year passenger cars. **N**o type of truck, station wagon, front-wheel or 4-wheel drive. **N**o convertibles, t-tops or open sunroofs.

2. MOTOR. *Motor violations may result in fine and/or suspension.*
ALL CARS—**V8** motors only. **M**otor must be stock appearing. **1** spark plug and **2** valves per cylinder. **C**ast iron or aluminum intake. **A**ny type steel or aluminum pistons permitted. **N**o titanium or exotic metal parts. **N**o fuel injection, turbo chargers or blowers. **N**o dry sumps.

Effective 2016, Up to 410 Open Engine: 3000 lbs. (any cam, roller cam & rockers ok, no aluminum heads)
Track officials may access a weight penalty into the weight category for cars that do not meet specifications to let a car compete on a given night. THIS IS ENTIRELY AT THE DISCRETION OF TRACK OFFICIAL OFFICIALS WITHOUT RECOURSE. CARS SHOULD BE BUILT TO FIT WEIGHT CATEGORIES BELOW IF 1" maximum motor setback measured from left front spark plug to center of ball joint.

Spec **2,800** weight—**362** cubic inch limit. **O**EM stock cast iron block. **O**EM stock cast iron heads, RHS **#12407** or World Product cast iron heads **#4265, #4266, #4267** or **#5303**. **N**o angle plug heads. **N**o high performance blocks, heads or intakes **(**Bowtie, W2, GT40, SVO, Performance, etc.). **V**ortec **#25534371** and **#25534351** are <u>not</u> permitted. **N**o porting or polishing heads or manifold except port matching of the intake runner ¾**"** from the manifold interface is allowed. **A**ny non-high performance, OEM cast iron or aluminum, dual or single plane intake or Edelbrock **#2101, #2116, #2181, #2901, #2912, #2913, #2915, #2924, #2925, #2940, #2941, #2975. #5001, #5021, #5076** and Victor Jr Sportsman **2V,** Weiand #**7515, #7545, #7547,** RPM **#7101** or Mercruiser cast iron intake . **N**o roller cams or

lifters. **S**teel crankshaft with stock stroke. **S**teel rods. **1”** maximum motor setback measured from left front spark plug to center of ball joint.

Crate **2,800** weight—**G**M crate motor part **#88958604**. MUST MEET ALL RUSH RACING SERIES TECHNICAL RULES PACKAGE Crate Motor rules for Sportsman/Pro Stock. See RUSH Website. rushprostocks.com **1”** maximum motor setback measured from left front spark plug to center of ball joint.

- Using any unapproved 604 parts may result in severe fines & penalties & suspension.

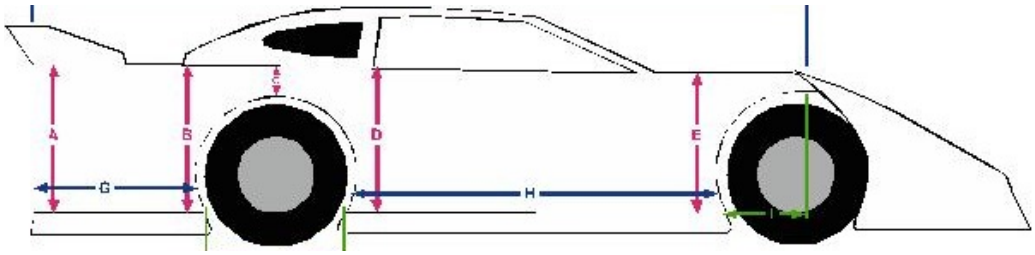
By using a crate motor in competition, the race team acknowledges all responsibility for the legality of the motor upon inspection at any event regardless of any previous motor verification.

Crate **2,600** weight—**G**M crate motor part **#88958602**. MUST MEET ALL RUSH RACING SERIES TECHNICAL RULES PACKAGE Crate Motor rules for Sportsman/Pro Stock. See RUSH Website. rushprostocks.com **1”** maximum motor setback measured from left front spark plug to center of ball joint.

- Using any unapproved 602 parts may result in severe fines & penalties & suspension.

By using a crate motor in competition, the race team acknowledges all responsibility for the legality of the motor upon inspection at any event regardless of any previous motor verification.

3. BODY – Interpretations of PPMS technical officials on body configurations are final. Late Model aluminum style bodies may be used and should look similar to below. NO WEDGE SHAPED BODIES. They must meet maximum specifications listed.



All body panels must be solid and must be made of metal or plastic—no holes, gaps, slots, perforated materials etc. **B**ody and deck must have a flowing line as pictured above from front to rear. **40”** maximum deck height. **48”** maximum rear quarter panel length measured from center of rear wheel including bumper. **4”** minimum ground clearance. **2”** minimum clearance around wheels. **N**o ridges, fins or raised edges on body except roof bead rolls.

80” maximum body width at all points. **76” maximum body width at top deck**. **A**ll fenders, doors and quarter panels should roll inward **½” to 1”** at top, with sides over upper body. **N**o sharp or jagged edges, fasteners, etc. **N**o wings or tunnels permitted under body or chassis. **U**napproved bodies may be assessed a weight penalty. **F**enders must be level from side to side. **Quarter panels** must be same length and cannot extend higher than rear deck. **R**ear deck must extend between quarter panels and may not extend past quarter panel. **S**kirting may not extend behind quarter panel. **Quarter panels** and doors may not dish inward.

4. ROOF

Minimum **44”** long x **48”** wide. Maximum **60”** long x **60”** wide. **45”** minimum height from ground. **R**oof must be mounted near center of car, parallel to deck and level. **R**oofline and side panel window contours should be stock appearing and match nosepiece. **R**oofline should be rounded—no, wedge, bellied or hollow roofs. **F**lat roofs may have **2”** maximum height variance from front to rear. **R**ounded roofs may drop **5”** at the front and **2”** at the rear from the break point.

Rear roof and front roof supports mandatory. **R**ear roof supports may extend **41”** from rear of driver’s side window. **R**ear roof supports may extend **15”** maximum behind center of axle. **R**ear roof supports must taper downward evenly both to the rear and side with a **2”** maximum outward bow. **17”** maximum at top of rear roof support. **10”** high x **15”** long minimum rear support window is optional and recommended for appearance. **R**ear support window may be filled with clear lexan. **2”** minimum front roof post width, **4**” maximum. **F**ront roof post braces may extend **7**” vertical and horizontal.

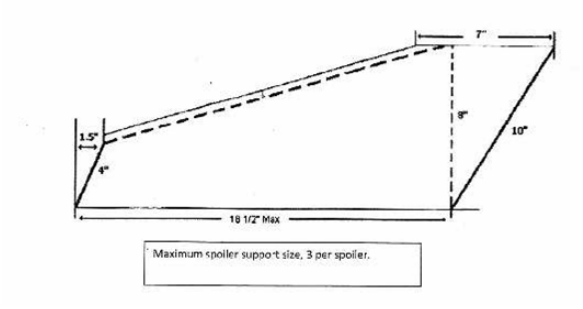
12” minimum door window opening height measured from deck to roof. **1.5”** maximum roll down permitted along front and rear edge of roof. **½”** maximum bead rolls permitted on roof running from front to rear in direction, **4** maximum including edge bead rolls. **U**napproved roofs may be assessed a weight penalty.

5. NOSEPIECE, HOOD AND BUMPER CAP

Molded stock appearing nosepiece required made of flexible material. **15”** minimum nosepiece height measured from bottom of nosepiece to where sheet metal is attached, following the angle of the nosepiece. **M**ust be mounted level. **52”** maximum nosepiece extension including front bumper measured from center of front hub with wheels turned straight. **80”** maximum nosepiece width. **F**ender flare cannot extend higher than fender. **4”** minimum ground clearance. Weight penalty may be assessed for unapproved nosepieces.

Hood should be secured by **3** hood pins. **R**ear of car must be completely enclosed from deck to top of bumper, **10”** minimum height. **R**ear panel must extend from quarter panel to quarter panel and must be solid sheet metal.

6. SPOILERS Rear spoiler 75" wide x 6 inches of measure material with no more than 3 supports (see illustration for support)and must be attached solid to the deck. The spoiler cannot be wider than the deck at the rear. All dimensions will be measured from the deck; tolerance for the hinge only. Maximum spoiler angle will be 90 deg to the deck. If a support is used on the rear of the spoiler it must be mounted below the top of the spoiler material a minimum of 1/2 inch to not count as spoiler material. Maximum sideboard height is 8".
Spoiler measurements may be adjusted during the season for competition.



7. TIRES
11" maximum tire tread width. Effective 2016, any Hoosier tire may be used. **T**ires must have all manufacturers' stamps intact. **T**rack durometer is the official measuring tool of tire hardness regardless of stamp. **N**o chemical treating of tires. **T**ires may be impounded for tech. Tire rules may be open at Special events.

8. WHEELS
10" maximum steel only. **N**o aluminum, plastic wheels or carbon fiber wheels. **B**eadlocks—OK. **W**heels must be held on by bolt-type lug nuts, no knock-off type mounting permitted. **N**o **5**-wide type mounting permitted.

9. CARBURETOR
Effective 2016, Any **4-**barrel must be used on all cars.

10. FUEL
Gasoline only. **N**o alcohol, nitrous oxide, nitro-methane or propylene oxide. **N**o electric fuel pumps or pressurized fuel systems. **M**echanical or belt-driven fuel pumps only. **F**uel lines should not pass through driver's compartment.

11. DISTRIBUTOR
No magnetos permitted on any car. **O**EM stock distributor or MSD systems allowed. **H**EI permitted.

12. FRAME
ALL CARS—**107"** minimum wheelbase. **C**omplete stock production frame required to center of rear axle. **F**rame rails may not be modified. Frame rail repairs should be approved by the PPMS tech staff prior to repair. **C**ross member may be modified for clearance only. **X**-ing and reinforcement of stock rails--OK. **S**quare tubing frame replacement permitted behind center of rear axle. **N**o offset frames or round frame rail tubing. **A**ll frame tubing should be constructed of minimum **2"** wide x **3"** high square steel tubing, with **.120"** minimum material thickness. **N**o holes may be cut in frame. **A**ll other chassis tubing should be **1 ½"** to **1 ¾"** outside diameter and minimum **.083"** thickness. The Johnson Metric Chassis front snout, rear clip and Johnson complete GM Metric stock replacement frame will be permitted. **All cars built with Johnson replacement chassis must meet all minimum material specifications on PPMS Johnson Chassis Spec Sheet. Additional chassis builders may submit their GM METRIC STOCK replacement frame for approval consideration with the PPMS TECH Staff.**

Unibody frames using rear subframe should have full snout and rear subframe connected by minimum **2"** wide x **3"** high steel rectangular tubing connector rails with **.120"** minimum wall thickness. **U**nibody connector rails should be connected to the back of the front snout and the front of the rear subframe. **N**o holes may be cut in frame or connectors. **U**nibody frame may be shortened in the tub area, but complete front subframe must remain stock.

Car should have horizontal safety bar constructed from same steel tubing as frame, mounted behind fuel cell and securely welded to frame. **R**ear bumper should be at least **4"** behind fuel cell. **C**enter of rear bumper and safety bar should be at rear deck center height, approximately **19"** from the ground and should be at least as wide as frame. **T**ubing should also extend downward to form a horizontal bar at the bottom height of the fuel cell, with additional vertical and diagonal tubing bracing the lower tubing to the rear bumper and the safety bar. **L**ower tubing should be at least as wide as fuel cell. **N**o part of the fuel cell should be below the protective tubing. **A**ny bumper that extends more than **8"** from the rear of frame should be rounded and directed toward the front of car. **L**oop-style rear bumpers—OK. **B**umper should not have any sharp edges. **N**o external rub rails.

13. SUSPENSION
ALL CARS—**racing** springs, racing shocks and aftermarket, tubing upper a-arms and aftermarket trailing arms—OK. Johnson Chassis type lower tubular lower A-arms permitted. **W**eight jacks and adjustable trailing arms—OK. **N**o coilovers. **N**o driver-controlled weight jacking equipment or computer or electronic suspension components. **N**o straight front axles. Steel, non-adjustable shocks only. **S**hocks may be relocated from stock position to accommodate weight jacks. **No super late model type 3, 4** or z-link suspensions. **N**o panhard bars, lift bars or torque absorbing equipment of any kind. One shock, one spring per wheel, must have steering box.

14. TRANSMISSION, DRIVE SHAFT & CLUTCH
ALL CARS—**T**ransmission should have explosion-proof bell housing or **360** degree **½"** steel scatter shield securely mounted to car. **N**o in and out boxes. **S**tandard transmission must have operational clutch. **C**lutch should have scatter shield. **T**ransmission should be bolted to the motor and must have working reverse gear. **O**nly one drive shaft permitted. **A**ll drive shafts should be painted white and should be surrounded by two **3"** steel safety loops or sling mounted to frame. Triple disc racing or lightweight clutch/flywheel allowed. No ball spline transmissions. Racing transmission permitted.

15. REAR AXLE
Any type stock production rear end. **F**loater—OK. **L**ocked rear end—OK. **9"** rear end permitted. **N**o quick changes.

16. TRACTION CONTROL
All traction control devices using wheel sensors are NOT permitted. **A**djustable ping control devices, dial a chip controls, timing controls or automated throttle controls are NOT allowed in the cockpit or any other location accessible by driver. **A**ny remote control components or data acquisition equipment are NOT permitted.

17. BRAKES
All cars must have **4** wheel braking system.

18. EXHAUST
Headers permitted. NO Tri Y headers. **E**xhaust pipes may NOT point towards ground. **M**ufflers are HIGHLY recommended for all cars.

19. STARTER AND BATTERY
All cars must be self starting. **F**ailure to start during a race may result in disqualification. **B**attery should be located in a safe area and covered with a metal fireproof box. **B**attery should not be in driver compartment. **B**attery disconnect kill switch to shut down motor highly recommended, mounted in reach of driver and should be clearly labeled for safety crew.

20. ROLL CAGE
4-post, box-type roll cage of **1 1/2"** minimum outside diameter and **.090** minimum thickness steel tubing highly recommended. **R**oll cage should have at least **3** horizontal bars at driver's side door and **2** horizontal bars at passenger side door, extended outward into door panels with **2** vertical bars between each horizontal bar as additional support. **A**n extra vertical side brace bar is recommended on the left side in line with steering wheel. **D**oor bars highly recommended being minimum **1 1/2"** in diameter with a minimum thickness of **.090.** **B**oth door window areas should remain open and unblocked by roll cage bars for easy exit. Roll cage should extend forward on driver's side to protect foot area completely. **R**oll cage should be welded to frame in at least **6** places (in addition to diagonal bracing) and welded together at all intersecting points. **D**iagonal bars should brace roll cage at rear, and should run from frame to top of roll cage.

Top of roll cage should be at least **2"** above top of driver's helmet. **A**ll areas of the cockpit should have at least **11"** of clearance below the roll cage and roof. **A**ll roll cage bars within reach of driver should be covered with non-flammable foam padding. **O**ther than padding, roll cage must remain exposed above top of door with no aerodynamic effects. **R**ight-side padded headrest or head net recommended attached to roll cage. **B**ars or wire mesh in windshield and driver's side quick-release window net highly recommended.

21. FUEL CELL
22 gallon maximum, racing-approved fuel cell should be securely mounted inside a **20** gauge steel or **.060"** aluminum metal box and secured to frame with a minimum of two **2"** x **1/8"** thick steel straps around entire fuel cell. **M**inimum **7/16"** bolts should be used to mount the fuel cell. **T**he fuel pick up should be on the top or right side of the fuel cell, be constructed of steel and should have a check valve in case of roll over. **F**uel cell should be mounted in square tubing frame. **F**uel cell should be mounted behind the rear axle and between the rear tires, at least **4"** in front of the rear bumper. **9"** minimum fuel cell ground clearance. **N**o part of the fuel cell may be lower than the rear end housing. **C**ar number must be displayed on fuel cell, **6"** minimum height.

20. FIREWALLS AND INTERIOR
A full metal firewall constructed from **18** gauge steel or **1/8"** thick aluminum should be joined to seal off driver compartment at front, rear, sides and floorboard. **F**ull metal floor board. **T**op of interior to top of doors should be **3"** maximum. **I**nterior should be mounted flush with outside body panels. **12"** minimum interior clearance below roll cage at all points for easy exit. **O**nboard fire suppression system recommended.

21. SEAT AND SAFETY BELT
Metal racing-approved seat with padded headrest should be securely attached to frame. **3", 5, 6** or **7**-point**,** quick release racing belt with double harness should be bolted to frame or roll bars. **M**ounts should run in the same direction to secure the belt. **B**elt should not come in contact with sharp edges. Highly recommended that **s**afety belts should be replaced if three years old, and all worn or damaged safety belts should be replaced. **Q**uick-release, racing-type steering should be used.

22. FIRE SUIT AND HELMET
Drivers should have flame retardant firesuit and racing approved full-face helmet with face shield. **N**omex shoes, socks, gloves, and hood highly recommended. **H**ead and neck restraint system and arm restraints recommended.

25. WEIGHT Weight *limits may be adjusted during the season for competition.*
Car weight must be declared with weight sticker on left front roof support. **C**ars without weight sticker must weigh the highest minimum weight.
Cars must meet all listed rules under declared weight. See motor section. Total weight is with the driver after the event.

All weight added to meet weight rules should be solid material, entirely painted white or a bright color and marked with car number. **E**ach weight should be **50** pound maximum. **W**eights should be bolted to frame with two **½"** Grade **5** bolts on two weight clamps or secured with steel plate. **N**o weights should be attached to rear bumper or in driver's area. **W**eights should not be lead pellets or liquid. **E**ach weight should be bolted to the frame individually and should not be stacked on another weight.

RULEBOOK DISCLAIMER: The rules 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 rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit reasonable and appropriate deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.