



**LM "Sportsman"**

**updated 03/28/17**

**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: 2900 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. All cars should have 5 pound minimum fire extinguisher in reach of driver. All drivers should wear flame retardant fire suit, shoes and gloves. Window nets are highly recommended. No radios, communication equipment or mirrors, including pit boards. No 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. Casting numbers must remain on all OEM/stock parts.

Rules that state ALL CARS or rules that are not weight-specific apply to all cars. Cars 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. No type of truck, station wagon, front-wheel or 4-wheel drive. No convertibles, t-tops or open sunroofs.

### **2. MOTOR. Motor violations may result in fine and/or suspension.**

ALL CARS—V8 motors only. Motor must be stock appearing. 1 spark plug and 2 valves per cylinder. Cast iron or aluminum intake. Any type steel or aluminum pistons permitted. No titanium or exotic metal parts. No fuel injection, turbo chargers or blowers. No 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. OEM stock cast iron block. OEM stock cast iron heads, RHS #12407 or World Product cast iron heads #4265, #4266, #4267 or #5303. No angle plug heads. No high performance blocks, heads or intakes (Bowtie, W2, GT40, SVO, Performance, etc.). Vortec #25534371 and #25534351 are not permitted. No porting or polishing heads or manifold except port matching of the intake runner ¾" from the manifold interface is allowed. Any 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. No roller cams or

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

**Crate 2,800 weight—GM 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](http://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.

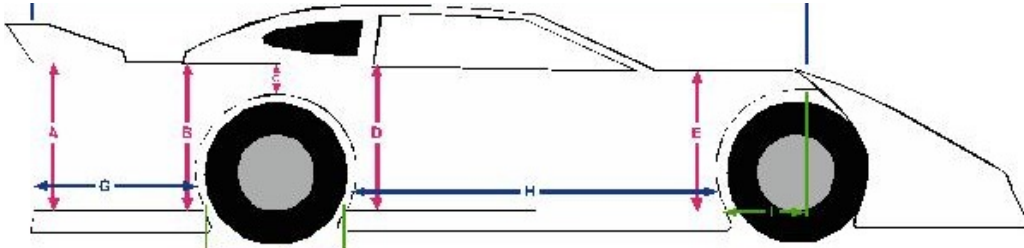
By using a crate motor in competition, the race team acknowledges all responsibility for the legality of the motor upon inspection at any event regardless of any previous motor verification.

**Crate 2,600 weight—GM 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](http://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. **Body 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. No 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. All fenders, doors and quarter panels should roll inward 1/2" to 1" at top, with sides over upper body. No sharp or jagged edges, fasteners, etc. No wings or tunnels permitted under body or chassis. Unapproved bodies may be assessed a weight penalty. Fenders must be level from side to side. Quarter panels must be same length and cannot extend higher than rear deck. Rear deck must extend between quarter panels and may not extend past quarter panel. Skirting 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. Roof must be mounted near center of car, parallel to deck and level. Roofline and side panel window contours should be stock appearing and match nosepiece. Roofline should be rounded—no, wedge, bellied or hollow roofs. Flat roofs may have 2" maximum height variance from front to rear. Rounded roofs may drop 5" at the front and 2" at the rear from the break point.**

**Rear roof and front roof supports mandatory. Rear roof supports may extend 41" from rear of driver's side window. Rear roof supports may extend 15" maximum behind center of axle. Rear 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. Rear support window may be filled with clear lexan. 2" minimum front roof post width, 4" maximum. Front roof post braces may extend 7" vertical and horizontal.**

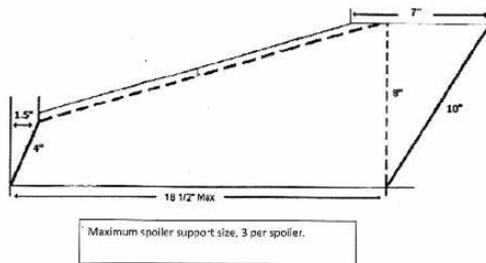
**12" minimum door window opening height measured from deck to roof. 1.5" maximum roll down permitted along front and rear edge of roof. 1/2" maximum bead rolls permitted on roof running from front to rear in direction, 4 maximum including edge bead rolls. Unapproved roofs may be assessed a weight penalty.**

#### 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. Must be mounted level. 52" maximum nosepiece extension including front bumper measured from center of front hub with wheels turned straight. 80" maximum nosepiece width. Fender 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. Rear of car must be completely enclosed from deck to top of bumper, 10" minimum height. Rear 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. Tires must have all manufacturers' stamps intact. Track durometer is the official measuring tool of tire hardness regardless of stamp. No chemical treating of tires. Tires may be impounded for tech. Tire rules may be open at Special events.

## 8. WHEELS

10" maximum steel only. No aluminum, plastic wheels or carbon fiber wheels. Beadlocks—OK. Wheels must be held on by bolt-type lug nuts, no knock-off type mounting permitted. No 5-wide type mounting permitted.

## 9. CARBURETOR

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

## 10. FUEL

Gasoline only. No alcohol, nitrous oxide, nitro-methane or propylene oxide. No electric fuel pumps or pressurized fuel systems. Mechanical or belt-driven fuel pumps only. Fuel lines should not pass through driver's compartment.

## 11. DISTRIBUTOR

No magnetos permitted on any car. OEM stock distributor or MSD systems allowed. HEI permitted.

## 12. FRAME

**ALL CARS—107"** minimum wheelbase. Complete stock production frame required to center of rear axle. Frame rails may not be modified. Frame rail repairs should be approved by the PPMS tech staff prior to repair. Cross member may be modified for clearance only. X-ing and reinforcement of stock rails—OK. Square tubing frame replacement permitted behind center of rear axle. No offset frames or round frame rail tubing. All frame tubing should be constructed of minimum 2" wide x 3" high square steel tubing, with .120" minimum material thickness. No holes may be cut in frame. All other chassis tubing should be 1 1/2" to 1 3/4" 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. Unibody connector rails should be connected to the back of the front snout and the front of the rear subframe. No holes may be cut in frame or connectors. Unibody 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. Rear bumper should be at least 4" behind fuel cell. Center 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. Tubing 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. Lower tubing should be at least as wide as fuel cell. No part of the fuel cell should be below the protective tubing. Any bumper that extends more than 8" from the rear of frame should be rounded and directed toward the front of car. Loop-style rear bumpers—OK. Bumper should not have any sharp edges. No 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. Weight jacks and adjustable trailing arms—OK. No coilovers. No driver-controlled weight jacking equipment or computer or electronic suspension components. No straight front axles. Steel, non-adjustable shocks only. Shocks may be relocated from stock position to accommodate weight jacks. No super late model type 3, 4 or z-link suspensions. No 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—**Transmission should have explosion-proof bell housing or 360 degree 1/2" steel scatter shield securely mounted to car. No in and out boxes. Standard transmission must have operational clutch. Clutch should have scatter shield. Transmission should be bolted to the motor and must have working reverse gear. Only one drive shaft permitted. All 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. Floater—OK. Locked rear end—OK. 9" rear end permitted. No quick changes.

## 16. TRACTION CONTROL

All traction control devices using wheel sensors are NOT permitted. Adjustable 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. Any 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. Exhaust pipes may NOT point towards ground. Mufflers are HIGHLY recommended for all cars.

## 19. STARTER AND BATTERY

All cars must be self starting. Failure to start during a race may result in disqualification. Battery should be located in a safe area and covered with a metal fireproof box. Battery should not be in driver compartment. Battery 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. Roll 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. An extra vertical side brace bar is recommended on the left side in line with steering wheel. Door bars highly recommended being minimum 1 1/2" in diameter with a minimum thickness of .090. Both 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. Roll cage should be welded to frame in at least 6 places (in addition to diagonal bracing) and welded together at all intersecting points. Diagonal 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. All areas of the cockpit should have at least 11" of clearance below the roll cage and roof. All roll cage bars within reach of driver should be covered with non-flammable foam padding. Other than padding, roll cage must remain exposed above top of door with no aerodynamic effects. Right-side padded headrest or head net recommended attached to roll cage. Bars 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. Minimum 7/16" bolts should be used to mount the fuel cell. The 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. Fuel cell should be mounted in square tubing frame. Fuel 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. No part of the fuel cell may be lower than the rear end housing. Car 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. Full metal floor board. Top of interior to top of doors should be 3" maximum. Interior should be mounted flush with outside body panels. 12" minimum interior clearance below roll cage at all points for easy exit. Onboard 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. Mounts should run in the same direction to secure the belt. Belt should not come in contact with sharp edges. Highly recommended that safety belts should be replaced if three years old, and all worn or damaged safety belts should be replaced. Quick-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. Nomex shoes, socks, gloves, and hood highly recommended. Head 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. Cars 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. Each weight should be 50 pound maximum. Weights should be bolted to frame with two 1/2" Grade 5 bolts on two weight clamps or secured with steel plate. No weights should be attached to rear bumper or in driver's area. Weights should not be lead pellets or liquid. Each 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.