

2025 Southwestern Sportsman Rules
For Murray County Speedway and Worthington Speedway

Rules can be and will be amended at any time as officials deemed necessary.

Gray area will lean to OEM or IMCA Hobby Stock Rules. Rock Rapids Sportsmen welcome, must fully comply with their rule, no mixing of rules. Must post on A pillar RR or SW for rules.

General Rules

1. Any car that starts or moves up to a sanction status cannot run in sportsman class in the same calendar year.
2. Will follow IMCA line-up procedures using a 3-week event average.
3. Points will stay with Driver.
4. Race Receiver is required and mandatory. Must be in working condition.
5. MY LAPS Transponder required mounting location right side firewall, within 18" of track surface with clear view.
6. All engines MUST use unaltered #8727CT Rev control
7. Engine open 5500 (rpm may be changed per track, changes will be posted at line up).
8. Engine crate 5000 (rpm may be changed per track. changes will be posted at line up).
9. Must be at least 14 years of age to race with signed and notarized consent form.
10. Amendments may be made to these rules if officials see fit at any time.
11. The main goal of this class is to be safe and HAVE FUN!

Eligible Models & Body

1. Passenger Automobile with factory steel roof only. No station wagons, convertibles, rear or mid-engine cars will be allowed. Minimum 107.5 inch wheel space.
2. All bodies must be steel and strictly stock per OEM, gutting of doors,quarters,roof allowed. All hoods and trunks must be securely fastened.
3. No aluminum hoods and trunks unless OEM. Hoods should have no holes or air scoops. Hood must be separate from fenders.hood may be gutted rear of hood must be sealed off from driver.
4. OEM steel bumpers must be in stock location. All bumpers must be capped to the body. The Reinforcement of any bumper is not allowed. Compression bumpers must be welded.
5. Damaged bumpers may be replaced with 2x4 inch square tubing no thicker than 0.125 inches and no wider than body, must be capped. Bumper must have one (1) inch inspection hole on both ends. Bumpers must be mounted in stock location and stock height.
6. Chains are required on bumpers, front and rear, for tow trucks to attach to.
7. No moving or changing of windshield posts or quarter posts. No altering or channeling of the body is allowed. Nothing allowed to alter the stock appearance such as but not limited to wings, spoilers, skirts, or air scoops. Six (6) inch maximum sun visors are allowed. May have a tail and nose piece mounted in stock location.
8. Car numbers must be 24 inches tall and 3 inches thick on the sides of the car.
9. All chrome, glass, upholstery, front and rear seats, lights, and mirrors must be removed.
10. All doors must be secured shut.
11. Full floorboards must remain in stock location. Aftermarket floor boards allowed with a center tunnel. 18 gauge .049 tin minimum aftermarket tin thickness.
12. Trunk floor maybe removed to accommodate fuel cell and inspection of upper control arms.
13. A full visible metal firewall must completely separate the driver from the fuel cell and trunk compartment oem or aftermarket.
14. Full OEM or aftermarket firewall must completely separate the driver from the engine compartment and must remain in stock location. 18 gauge .049 tin minimum aftermarket tin thickness.

15. No expendable type foam can be used on any part of the car.
16. Front fender well may be removed.
17. All Stock gas tanks must be removed. Racing fuel cell required, must be in a minimum 20 gauge steel container. Must be securely fastened in the trunk above level of OEM trunk floor, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum one inch square tubing or two solid steel straps around the entire cell, two inches wide and .125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between the driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage.
18. Check valve or roll over valve and flap required in fuel cell.
19. Brakes on all four wheels are required and they must work. No brake shut-off devices are allowed. May have rear disk brakes, No aftermarket brake pedal assembly allowed.
20. If the fuel line runs through the driver's compartment it must be in a continuous solid metal pipe or metal conduit securely attached from the front firewall to the rear firewall.
21. Rub rail maximum 1 inch thick and 2 inches tall, mild steel only. No grater blades. Ends must be tapered. No sharp edges or they will have to be removed. Rub rail maximum material thickness of 0.125 inches.
22. Bodies can be repaired with OEM thickness of material only.

Drivers Equipment

1. Five-point safety belt. Belts should be anchored to the roll cage only, not to the floor. (Recommended: Safety belts no more than two years old).
2. **Full face helmets only. Must be SNELL rated SA2015 or newer. (recommend getting SA2020).**
3. Fire suit, neck brace or Hans device(Must have side head pieces on seat), fire retardant gloves and shoes are required.
4. **Roll cage padding is mandatory in the driver's compartment where the driver can contact the cage.**
5. Driver's window net mounted to the roll cage is mandatory. Three (3) ¼ inch windshield bars in front of the driver are required.
6. Detachable steering wheel is optional.
7. Steering column must be double knuckled or collapsible shaft OEM. No welding of the collapsible shaft.
8. All cars must have an aluminum high back racing seat that is fastened to the roll cage. Bolting to the floor is NOT ALLOWED. Seat must be no farther back than the "B" pillar, unless it is a four door car.
9. Kill switch must be within easy reach of driver clearly marked on and off.

Suspension/Steering

1. Must be OEM suspension. No altering or changing suspension or steering. All components must match the frame and be in OEM location.
2. **No racing shocks, this includes Bilsteins, Afco, Carrera, Pro, QA1 or any other shock brand exclusively made for racing. Must match side to side.**
3. No spacers or chains allowed on suspension.
4. Stock unaltered springs pockets in OEM location allowed. No spacers and screw jacks.
5. Springs must match side to side. (Length, diameter, coils and compression rates).
6. All steering parts must be OEM parts and location.
7. No steering quickeners (minimum 2.5 turns stop to stop).

Drivetrain

1. OEM automatic transmission with OEM working torque converter. Transmission must have ALL forward gears and reverse.
2. Any external auxiliary transmission coolers must be mounted in close proximity to the radiator.

3. OEM manual transmissions must have all forward gears and reverse. Transmission minimum 10½ inch diameter single disc clutch.
4. OEM passenger car rear end only. Ford 9 inch floater rear ends allowed. Must be mounted like a stock rear end for that make and model of car. No limited slip rear ends.
5. No maximum rear end gear ratio.
6. Drive shaft must be steel and painted white. 360-degree driveshaft loop required and must be constructed of minimum 0.25 inch by two inch solid steel, or one inch tubing, mounted six inches back from front U-joint.
7. When the racecar is in gear and the brake pedal is fully depressed, the engine must idle.
8. Automatic transmissions must have an approved scatter shield or blanket. Scatter shield may be constructed of one-eighth (1/8) inch by three (3) inch steel, two-hundred seventy (270) degrees around flex plate or flywheel. Manual transmissions must have an explosion-proof SFI-approved bell housing.

Wheels and Tires

1. Unaltered OEM 205/75, or 205/70, 14 inch or 15-inch passenger tire only. All four tires and wheels must be the same size.
2. No double sidewall tires allowed. No doubling of tires.
3. Passenger car tires only. Absolutely no mud, racing, snow, fancy, exotic or trick gumball tires allowed. No trailer tires allowed. No winter or winter force style tires allowed.
4. ½ inch wheel studs are recommended. 1 inch lug nuts required on any steel wheel.
5. Maximum 15 x 7 inch wheel only. No bead locking devices or screws allowed. 3 or 4 inch offsets only. No wheel spacers.
6. Racing or spoke wheels allowed.

Battery

1. Only one 12 volt battery per car.
2. Battery must be securely mounted in the trunk area to the frame or roll cage. Positive posts must be covered.

Roll Cage (older cages built 1.5" pipe please call promoter for inspection)

1. Main cage must consist of continuous hoops, minimum 1.75 O.D. tubing, with wall thickness of at least 0.095 inches. Tubing recommended low carbon or mild steel. Four-post roll cage required, front down bars and rear hoop must be welded to the OEM frame. **The Driver's head must not protrude outside or above the roll cage with helmet on.** Rear hoop must have an "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 O.D. with 0.083 inch wall thickness. Front down bars must be tied together; Passenger side front down bars must be maximum 11 inches in from top of door. Must be a minimum 40 inches between the outside edge of front and rear down bars at top of door panel. Maximum 41 inches from top center of windshield to front edge of rear hoop; maximum 13 inches to front edge of top halo. Top halo must be a minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from the bottom of the opera window. Minimum one cross bar in top halo. Rear kickers (down bars) must be minimum 1.25 inch O.D. tubing 0.083 inch wall thickness.
2. All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver's side, and minimum three uprights on passenger side. Steel door plate, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on drivers side. Plate must cover area from top of door bar to rocker panel and from rear down post to five inches in front of the seat. Plate must be visible for inspection.

3. Front hoops allowed in engine compartment. Two bars can be used to protect the radiator. Bars must be behind the bumper, no wider than frame rails. Maximum 2 inch O.D. tubing. Factory radiator support may be used. No radiator support bars farther back than front of upper A-arms.
4. No square tubing or galvanized pipe is allowed in the making of roll cage.
5. Fuel cell protection bar strongly recommended must be mounted from frame rail to frame rail no higher than the fuel cell.
6. "X" bracing frame is optional, stock transmission cross member required if frame is not "X" braced. No other reinforcing of the frame is allowed.

Engine and Carburetor

FUEL: Gasoline only. Racing fuel allowed. No E85. No performance enhancing or scented additives.

There are 2 engine options. You must pick one and follow all the rules of that option.

Exhaust both options must use 2" OD All exhaust must extend below and past the firewall and turn toward ground. Min 36 inches of tubing, manifold connection to turndown. Must remain dual exhaust.

Both engine options must run Two Barrel Rochester Carburetor Imca legal for hobby.

Open Engine Option

1. Any American make engine allowed. OEM steel passenger production vehicle block only. No GM Bowtie.
Ford SVO, or Chrysler W components allowed. Gm approved block numbers are:10105123, 10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000,3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287,14016376, 14016379, 14054727, 14088528, 14088548, 14088552, 1093638, 14101148.
2. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 361 cubic inch (GM); 363 (Ford); 370 (Chrysler).
3. Maximum compression ratio is nine to one (9:1), NO TOLERANCE. Compression ratio checked using whistler and cubic inches checked using pump, OR by visual inspection of part and/or casting numbers, pistons etc.
4. Flat top or dished pistons only, no gas ported pistons. OEM or OEM appearing replacement steel crankshaft only – cannot be lightened. No aeroing, bullnose, knife edge, undercutting.
5. OEM or OEM cast appearing steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed.
6. Cap screws allowed. No splayed main caps.
7. Conventional flat tappet cam and lifters or hydraulic only, No roller cams. Cannot alter lifter bores.
8. OEM firing order cannot be changed (GM 1-8-4-3-6-5-7-2).
9. Wet sump oiling system only. Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection holes in all pans- no obstruction to crank and rods.
10. Steel Heads only. No Vortec heads allowed. Must be unaltered.
11. No roller tip rockers arms allowed. GM – 1.25 inch maximum O.D. valve spring. No beehive valve springs allowed.
12. GM to GM, Ford to Ford, Chrysler to Chrysler.
13. Cast iron Intakes must be stamped with OEM part number no porting, grinding, material removal allowed . No aluminium or aftermarket intakes allowed.
14. Unaltered 135-3502G adapter may be used on 4 barrel intakes maximum .250 carburetor gasket with .100 spacer gasket. No porting and polishing of engine parts. Rochester carburetor will be checked with IMCA tools
16. Stock distributor cap, stock module.
17. No headers, OEM Cast iron manifold and LT1 manifolds only

Crate Engines

1. 602 IMCA crate engine unaltered with IMCA seals.