# 2021 THOMPSON SPEEDWAY MOTORSPORTS PARK LIMITED SPORTSMAN DIVISION RULES

Changes from 2020 have been highlighted in red.

## GENERAL RULES

### 1) Preface

The intent of the Thompson Speedway general and divisional rules is to foster a safe and orderly environment for competitive motorsports and entertainment. The knowledge of, and adherence to, these rules is ultimately the participant's responsibility. No expressed or implied warranty of safety shall result from the publication of, or compliance with, these rules. There is no way a guarantee against injury or death to participants, spectators, officials, or any other individual involved.

### 2) Interpretation and Amendment

a) Interpretations of the rules contained herein will be the sole responsibility of authorized officials of Thompson Speedway. Their interpretations and judgments shall be final.

b) These rules may only be amended by the Race Director or an authorized officer of Thompson Speedway. This amendment will be posted on the Thompson Speedway website, www.thompsonspeedway.com, and may be sent out via email to all registered teams. An amendment is effective upon the date of publication by Thompson Speedway regardless of when a participant receives actual notice.

### 3) Private Property

All actions and activities deemed to be detrimental, including but not limited to, the use
of verbal and or physical abuse, profanity, or threats against track management, staff,
officials, and or employees will not be tolerated and violators will be dealt with accordingly.

### 3.5) Social Media Policy Conduct

All complaints and concerns are to be shared directly with management and officials,
not in a public manner via social media.
Any person who intentionally or maliciously disregards, manipulates, intimidates, threatens or otherwise harasses a track officials, competitors or team members via social
media postings, private messages, text messages or in any way electronically that degrades the Track, Management or officials will be subject to Team Disqualification fine,

suspension and or other actions determined by track management. Financial penalty to
be determined by track management.

**4) Injuries on Thompson Speedway Property**

Any participant involved in an accident while on the premises must report all known injuries to a Thompson Speedway Official before leaving the facility (if the individual is able to make such a report). If the participant is unable to report, the crew chief or parent/guardian shall make such report. The appropriate injury report form must be filled out and returned to Thompson Speedway.

**5) Safety**

a) Competitors are solely and directly responsible for the safely of their race cars and racing
equipment and are obligated to perform their duties (whether as a car owner driver or crew members) in a manner designed to minimize to the degree possible the risk of injury to themselves and others.

b) A full fire suit made of double-layered, Nomex material, clean and in good condition is mandatory. Fire retardant gloves and shoes are mandatory and must be worn during all on-track activities. All safety equipment must be SFI rated.

c) All safety equipment (gloves, helmets, seats, etc.) must be approved by Thompson Speedway
Officials.

d) SA2005 or newer rated helmets are mandatory for all motor vehicle events. Full-face helmets are mandatory.

e) All cars must have a battery cutoff switch on the driver's right side crossbar or in the dash board area. It must be within reach of the driver and be accessible to safety crews from both the left and right sides.

f) An aluminum racing seat is mandatory. The driver's seat must appear as close to stock position as possible and must be securely fastened (bolted, not tack welded) to the roll cage and frame members and not to floorboards. The driver's seat cannot be further back than the trailing edge of the door.

g) Seat belts must be a minimum five-point, two (2.0) inch wide system with a metal-to-metal central quick release latch. All five (5) points must be securely mounted by manufacturer's specifications and must be approved by Thompson Speedway Officials. Belts must be no older than three (3) years from the date of manufacture or no older than the date of expiration and be SFI certified. Belts with visible wear and/or tears will not be permitted.

h) A head and neck restraint system (i.e. HANS, Hutchens, or similar) is mandatory.

i) Smoking is not allowed in the racecar, inspection area, in any buildings, or near the Sunoco fuel station.

**6) Driver Eligibility**

a) Drivers must be minimum 14 years of age and receive Thompson Speedway approval.
b) In order to participate in any on-track activity, a driver must be signed in with the handicapper.

**7) Rookie of the Year Eligibility**

a) All rookie contenders must apply for eligibility. Eligibility shall be determined by Thompson Speedway Officials, and all decisions shall be final.
b) In order to be eligible, a driver must have competed in less than 30% of the division's races in previous seasons.
c) When determining the award winner, sportsmanship and cooperation are weighted just as equally as where a driver finishes in the Championship Point Standings.

**8) Contingencies**

a) Contingency Sponsors are a valuable part of the Thompson Speedway program.
b) Contingency stickers must be displayed for either product or monetary consideration. Each division will be notified as to what stickers are required to be eligible for contingency awards. In particular, the decals must be placed on the car so as to be visible from the grandstands as well as in photos of the racecar.

**9) Car Numbers & Decals**

a) All car numbers must be registered and approved by Thompson Speedway. No three digit numbers will be permitted, nor will letters be approved as part of a car number.
b) All cars numbers must be at least 18" tall on both doors and on the roof. Roof numbers should be grandstand-facing from the backstretch.
c) All lettering/decals/signs must meet the approval of the Thompson Speedway Officials.
d) Thompson Speedway Officials may use their discretion in requesting color changes due to poor visibility and scoring issues.

**10) Official Vendors**

Northeast Race Cars & Parts
244 Davis Drive
Pascoag, RI 02859
(800) 766-4748

New England Racing Fuel
271 Spielman Highway
Burlington, CT 06013
(860) 673-9555

Racing Electronics (Shawn Waddell)
12 Nod Road
Plainville, CT 06062
(860) 573-8821

My Laps America
32 Highlands Parkway, Suite 104
Smyrna, GA 30082
(678) 816-4000

Hoosier Tire East
56 Loomis Street
Manchester, CT 06042
(860) 646-9646

**11) Thompson Speedway Championship Points System**

Drivers will earn points based on finishing position in both the heat and feature races. The number of points earned for each finishing position is listed below.

Heat Races

| Position | Points |
|---|---|
| 1 | 5 |
| 2 | 4 |
| 3 | 3 |
| 4 | 2 |
| 5 | 1 |

Feature Races

| Position | Points | Position | Points |
|---|---|---|---|
| 1 | 50 | 2 | 48 |
| 3 | 46 | 4 | 44 |
| 5 | 42 | 6 | 40 |
| 7 | 38 | 8 | 36 |
| 9 | 34 | 10 | 32 |
| 11 | 30 | 12 | 28 |
| 13 | 26 | 14 | 24 |
| 15 | 22 | 16 | 20 |
| 17 | 18 | 18 | 16 |
| 19 | 14 | 20 | 12 |
| 21 | 10 | 22 | 8 |
| 23 | 6 | 24 | 4 |

Any driver finishing 25th or after will be awarded two (2) Championship points.

**12) Paddock & Pit Road Rules**

a) Jack Stands
   i) Racing jack stands with flat bottoms are mandatory (Exhibit 1).
   ii) Jack stands must be used under any vehicle that is jacked up and being worked on, except for routine tire changes on pit road.

b) Motorized Vehicles
   i) The use of motorized or non-motorized personal transportation (scooters, bikes, golf carts, etc) is not permitted in the Grandstand, Paddock or Infield areas. Thompson Speedway may grant use of such vehicles for handicapped persons, subject to prior approval and limitations.
   ii) Motorized (electric or engine) pit or equipment carts are not permitted.

c) It is the sole responsibility of the participants to dispose of hazardous waste in a way that is environmentally conscious and respectful.

d) Narcotics and firearms of any kind are not permitted to be brought onto Thompson Speedway property. Additionally, alcohol is not permitted in the paddock area.

e) Smoking is not allowed in the inspection area, in any buildings, or near the Sunoco fuel station.

f) No one is permitted to ride as a passenger inside of, or on, a racecar. Additionally, no one is permitted to ride on the side of a truck or trailer.

g) Pit Road
   i) Pit procedures will be in full effect.
   ii) Cars exiting pit road must obey the instruction of the stop and go official.
   iii) No fueling or fuel containers will be permitted on pit road or in the infield.
**iv)** No Thompson Speedway Official is permitted to work on a racecar.

h) Any and all illegal parts will be confiscated and not returned in conjunctions with other penalties.
   All parts confiscated will be held by TSMP Management.

## RACE PROCEDURES

**1) Electronic Devices**

a) Cell phones and personal electronic devices are not permitted in race cars.

b) Recording devices of any type (audio, video, GoPros, etc.) are prohibited without prior written consent by Thompson Speedway Officials. The number of recording devices and location will be determined Thompson Speedway Officials.

**2) Handicapping & Qualifying**

a) Thompson Speedway will announce the handicapping and qualifying procedures for an event at the pre-race driver's meeting.

b) If, in the opinion of Thompson Speedway officials, a driver is not prepared to start in his/her assigned qualifying position, officials may re-assign the driver an appropriate starting position.

**3) Scoring**

a) All scoring will be done by transponder. Finishing positions will be determined in order of the cars that complete the most number of laps in the least amount of time.
b) Transponder must be mounted in accordance with the diagram in Exhibit 2.
c) Transponders are required to be on the cars at all times.

**4) Scanners**

a) Two-way radios are not permitted.
b) Drivers must monitor the race control frequency (464.500) through the use of a scanner, Raceiver, or similar device; and comply with all requests from race control.

**5) Green Flag (Starts & Restarts)**

a) Once the one-to-go signal has been given there will be no weaving.
b) The green flag indicates the start or restart of racing conditions.
c) Thompson Speedway Officials will signify one (1) lap to go, a lap before the green flag will again be displayed.
d) On the initial start, all drivers must stay in line and not advance position until they cross the start finish line.
e) All restarts will be double-file unless indicated otherwise by race control.
f) On all starts and restarts, the leader shall have lane choice. The leader must make his/her commitment by the time they reach the start/finish line to begin the one-to-go lap. Once a driver commits to a lane, no changing will be permitted.
g) All starts and restarts shall be made within a designated zone on the racetrack. The leader of the race will control the restart within the designated restart zone. If the leader does not start, or restart, by the time he/she reaches the exit of the zone, the starter will start, or restart, the race.

**6) Yellow Flag (Caution Period)**

a) The yellow flag/light signifies a caution period. The yellow flag will be displayed and the caution
(yellow) lights illuminated immediately following any cause for the caution period. ALL CARS MUST REDUCE THEIR SPEED TO A CAUTIOUS PACE, maintain their respective track position independently and form a single line behind the lead car, allowing the caution vehicle to pull out in front.
b) If a driver's car is damaged and requires assistance to be removed from the racetrack, the driver should remain in his/her car unless requested to disembark from the racecar by an official, he/she is imminent danger, or if he/she is reporting to the ambulance. The driver of any car being towed off the racetrack must report to the ambulance for evaluation.

c) There will be no passing the caution vehicle unless instructed to do so by a Thompson Speedway Official.
d) The lap of record, which was the last scored green flag lap, will be determined by timing and scoring and will be announced during the caution period. That lap will provide the lineup for the restart.
e) Any car(s), which in a Thompson Speedway Official's judgment, was involved in the caution will be realigned at the tail end of the field.
f) All cars one (1) or more laps down will be realigned at the tail end of the field, in order of running.
g) Once the "one to go" signal is given, the field will be re-aligned double file, lead lap cars to the front in the order of running followed by the doubling up of the lapped cars in their order of running.
    i) Once the leader receives the "one-to-go" signal at the start finish line, all cars exiting pit road will restart at the rear of the field. Cars exiting pit road must obey the instruction of the stop and go official.
h) Cars returning to the race track from the pits during a caution period must wait for the end of the continuous line of cars behind the caution vehicle, unless otherwise directed by the Thompson Speedway Officials.
i) Any driver causing two (2) caution periods on their own may be parked for the remainder of the event.
j) Any driver, who in the opinion of a Thompson Speedway Official, intentionally caused a yellow flag, will be penalized one (1) lap.

**7) Red Flag (Race Stop)**

a) The red flag signifies that the race must be stopped immediately regardless of the position of the cars on the track. All cars should safety stop in the area designated by race control.
b) Any car on pit road at the time that the red flag was displayed may be repaired or serviced.

**8) Blue Flag with Diagonal Yellow Strip (Passing Flag)**

a) The blue flag with a diagonal yellow stripe serves as a warning to slower cars that faster traffic (leaders) is rapidly approaching the cars being signaled. Cars being given this flag must yield to faster traffic by moving to the bottom of racetrack.
b) When two or more cars are competing for track position, and the entire group is given the passing flag, all cars in that group are expected to slow down, get single file, and allow the faster traffic to go by, then they may resume racing.

**9) Black Flag & Black Flag with White Cross**

a) The black flag signifies the driver must go to the pits immediately and report to the Thompson Speedway Official at the car's assigned pit area. It does not mean automatic disqualification.

b) If the driver does not obey the black flag directive after two (2) signals, the driver will then be given the black flag with a white cross at the start/finish line to inform the driver that any additional scoring of his/her car will be discontinued until further notice.
c) In addition to the black flag, a black flag number indicator, in full view of the driver, will display the number of the car being black-flagged.

**10) White Flag**

a) The white flag signifies that the leader has started his/her last lap.
b) If the yellow flag is displayed and/or the caution lights are illuminated during the white-flag lap, a green-white-checker finish will ensue (even if it carries the race past the advertised distance). The lineup used to align the cars on the restart will be from the last scored green-flag lap.
c) Cars may not receive any assistance after the leader has received the white flag at the start/finish line except cars making a pit stop. Violation will result in the car not being scored on that lap.
d) Any driver assisting another driver after passing under the white flag may be subject to a lap or time penalty.

**11) Checkered Flag**

a) The checkered flag signifies that the race is completed. When the required race distance has been completed by the lead car, the race will be declared "officially complete" regardless of the flag being displayed.
b) When the checkered flag is displayed and the race leader completes the race, the balance of the field also completes the race in the same lap. Finishing positions will be determined according to the most laps traveled on the racetrack in the least total time, whether the car is still running or not.

**12) Inspection**

a) All racecars are subject to inspection at any time by a Thompson Speedway Official. Failure to cooperate may result in disciplinary action or a fine.
b) Thompson Speedway will designate an assigned inspection area. Only those designated by a Thompson Speedway Official will be permitted in that area. Each team will be permitted three (3) team members, including the driver.
c) Thompson Speedway reserves the right to confiscate and retain possession of components.
d) Thompson Speedway may request a team submit to more in-depth inspection processes (bubbling of engines, compression checks, etc). If so, the participant is responsible for all costs pertaining to reassembling their car following that inspection.
e) In no way is Thompson Speedway responsible for damages incurred during the inspection process by one of its officials or authorized agents.
f) Smoking is not permitted in the inspection area.

**a)**

**TECHNICAL RULES**

*Disclaimer: It is a competitor's responsibility to prove that a rare part was made for use in a passenger car.*

**1) Approved Models**

**a)** All Limited Sportsman racecars must be rear wheel drive and have a minimum 108" wheelbase. No convertibles, ~~Camaros or mustangs~~ will be permitted.

**b)** Ford and Chryslers from production years 1968-2000 with a 108" or longer wheelbase are permitted; however, the wheelbase may be shortened to 108" by cutting the center section of the frame rails equally on both sides.

**c)** Only 1978 or newer General Motors cars with a metric G-body and frame are allowed.

**d)** All stock-replacement parts in a Limited Sportsman must be from 1968 -1987 to be eligible for use, unless otherwise noted in these rules.

**e)** ~~The body must be stock for the frame being used.~~ All body parts must retain all factory-listed dimensions, lines, and angles. Stock OEM steel or otherwise approved aftermarket bodies (listed under letter "f"), centered on the chassis and mounted in the original position are required. No lowering, chopping, or channeling of any body parts will be permitted.

**f)** Aftermarket body panels will be permitted for the Chevrolet Malibu and Monte Carlo, as well as for the Buick Regal, Camaro, Ford Mustang, and Dodge Challenger. The panels must be steel and remain stock appearing. The use of commercially produced Sportsman Bodies is permitted. NO LATEMODEL OR ABC BODIES PERMITTED. Aftermarket bodies MUST be mounted and meet the specifications set by the manufacture.

**2) Roof**

Stock OEM roof with stock windshield lip is permitted. The windshield must fit in the stock OEM position. Approved aftermarket fiberglass stock appearing roofs are available through Northeast Race Cars & Parts. Cars built with fiberglass roof must use halo bar safety plate (Exhibit 4).

**3) Hoods**

Hoods may be fiberglass, but must lay flat at the stock angle with no rear opening. The hood must be secured in the front with three (3) hood pins. Maximum two (2) inch high cowl induction/hood scoop is permitted.

**4) Bumpers & Bumper Covers**

**a)** All bumpers must be standard for the make and model car being used. Bumpers must be welded to the frame support to prevent them from falling off. Bumper ends must be capped to the fenders or quarters to prevent hooking.

**b)** Tubular bumpers will be allowed with the use of an aftermarket (rubber) front and rear bumper cover. The bumper supports must be inside the cover and may not extend past the flat surface of the tire. Bumper height will be measured from the center of the bumper or tubing. It must 18" to the ground. The approved bumper covers for GM are the early style Chevrolet Monte Carlo, Camaro and Pontiac Grand Prix. Ford may use the 1988 Thunderbird and Mustang. Chryslers may use the Avenger and Challenger. Approved front and rear aftermarket bumper covers will be allowed. No holes are permitted in the rear bumper cover or rear body panel.

**5) Minimum Front Fender Height**

**a)** The front fender must measure 29” high from the top front inside edge of fender to the ground.

**b)** No down force fenders permitted.

**6) Minimum Roof Height**

Roof height will be checked in two locations: 10” back from the windshield and six (6) inches forward from the top of the rear window. In both locations, the roof must measure ~~50”~~ 48”high.

**7) Minimum Windshield Angle**

The windshield angle must measure 30 degrees from anywhere in the center of the windshield.

**8) Maximum Vent Window**

The vent window must measure maximum seven (7) inches from the base of the A-pillar. Vent window may not be tapered back; it must go straight up the pillar.

**9) Minimum Rear Overhang**

The minimum rear overhang is 40”, measured from the center of the rear axle to the end of the rear bumper.

**10) Window Net**

A commercially manufactured, SFI-rated, nylon window net must be installed in the driver side door window opening. It must be positioned to cover the entire window opening. Window nets may not be used beyond three (3) years from the date of manufacture or no older than the date of expiration. The window net must be rib type, made from minimum three-quarter (¾) inch and maximum one (1) inch wide nylon material with a minimum one (1) inch and a maximum two and one-quarter (2 ¼) inch square opening between the ribs. The minimum window net size must be must be 22 inches wide by 16 inches high. All window net mounts must be a minimum one-half (½) inch diameter solid steel rod on the bottom and a minimum one (1) inch wide by three- sixteenths (3/16) inch thick flat steel or a minimum one-half (½) inch diameter solid steel rod on the top, with mounts welded to the roll cage. The window net must fit tight and be secured with a lever-type quick release latch. The lever must be secured by a detent ball in the lever and may be supplemented by Velcro® fastener only – pins or clips are not permitted. The latch must mount at the top in the front to roof bar (#3) and release from the inside.

**11) Glass**

A full windshield made of polycarbonate material (minimum 1/8” thickness) is required. Quarter windows are allowed, but must be made of clear polycarbonate material only. If quarter glass is not used, then the window openings must remain open.

**12) Body Spoilers**

Side skirts are allowed between wheel openings. They must follow the contour of the body and may not be stepped or angled. Side skirts must make ride height. Skirts may be added to the rear quarter panels. Minimum ride height 10" inches.

**13) Rear Spoiler**

A four (4) inch high by 60" long Lexan rear spoiler may be used. Spoiler height will be measured from the horizontal portion of the tail-piece or trunk lid. Station wagons may use a 2" inch high by 60" inch wide spoiler. Mounted at the trailing edge of the roof panel. All spoilers are subject to approval of the tech department.

**14) Nerf Bars**

Nerf Bars may be used between wheel openings at hub height. The bars must be 1" round or 1" x 1" square tubing mounted skin tight to the body with no sharp edges, angles or points. Nerf bar ends must be tapered or capped. Carriage type bolts must mount inward. Polycarbonate rub rails are allowed.

**15) Interior Sheet Metal**

- **a)** All interior sheet metal must be a minimum 0.031" steel. Drivers must be separated from the engine and the trunk area. Firewalls must be welded.
- **b)** The front firewall must be in stock location. No foot boxes.
- **c)** The rear firewall must remain at stock angle between wheel wells.
- **d)** A full, stock appearing floor pan must be used.
- **e)** Filler panels must be used between the firewall, the roll cage uprights, and the right and left door. These panels must be straight to the frame rails, with no bends or curves.
- **f)** Right side floor pan may be installed at the same height as the transmission tunnel. No more than 3" inches above the top of the transmission case and 3" inches above the top of the right frame rail.

**16) Frame & Chassis**

- **a)** All frames/chassis must be Stock OEM. No repositioning, elongating, or oversizing of any mounting holes in the frame.
- **b)** Two (2) inch by three (3) inch by 0.083" magnetic steel tubing may be used to replace the frame rails from the rear spring pocket to the rear bumper. The tubing must follow stock dimensions of the frame being used. Tubing must maintain a minimum ground clearance of 11".
- **c)** Unibody cars must connect sub-frames with two (2) inch by three (3) inch by 0.120" magnetic steel tubing.
- **d)** The center section of the frame may insert tubing to form an "X."
- **e)** The Johnson and Hamm's X-Y-G Metric chassis and front clips are allowed. The chassis and front clip must remain as manufactured and must retain all factory OEM specifications including, but not limited to, mounting locations for the following components: OEM upper and lower A-frames, shocks, rear trailing arms, steering components and engine mounts. The Johnson and Hamm's, X-Y- G Metric chassis rear clips are allowed and rear upper control arm cross members may be installed.

**17) Wheelbase**

Wheelbase must measure 108" with a (3/8)" tolerance. Measured from the center of rear axle to the center of the front lower ball joints.

**18) Roll Cage**

**a)** No plating of the frame.

**b)** The following are additional requirements and clarifications for the installation of the roll bars:

i) The minimum distance from the top of the roll cage to the top of the frame rails must be 38".

ii) The minimum distance from the top of the frame to the dash bar, top door bars, and the crossbar behind the driver's seat will be 21".

iii) The front of the front leg bars (#2A & #2B) cannot be further back than 38" from the centerline of the front lower ball joints.

iv) The main roll bar (#1) cannot be more than 83 ½" rearward from the centerline of the lower ball joints. The main roll bar must be mounted vertical (90 degrees) on the center section of the frame with no offset. This bar must be centered to the chassis.

v) The roof bar (#4) must be within four (4) inches of the side window and/or door openings on both sides, as well as the front windshield.

**c)** No offset roll cages will be permitted.

**d)** Constructed with magnetic NASCAR spec tubing. 1-3/4" inch round .095" inch thick. Electrically welded at joints and frame mount points.

**19) Fuel Cell Crash Bar**

A reinforcement bar, made of minimum one and one half (1 ½) by 0.083", must extend below the rear frame section behind the fuel cell. This bar must be as wide as the rear frame rails and extend as low as the bottom of the fuel cell with two (2) vertical uprights evenly spaced between the frame rails and attached to the rear cross member. Two (2) support bars, one (1) located on each corner, must angle upwards and be welded to the rear frame rails.

**20) Fuel Cell**

**a)** The use of a commercially manufactured fuel cell is mandatory.

**b)** Fuel cell vent check valves are mandatory.

**c)** Fuel cell must be mounted using, minimum 1" x 1" x 0.083" square tubing as shown in NASCAR Diagram (Exhibit 1, 2).

**d)** The use of magnetic steel fuel cell containers made of 22 gauge (0.030") steel is mandatory.

**e)** Gas caps must be tethered and have your division (LS), and car number (XX) on it for identification.

**f)** The fuel cell must be minimum of ~~10"~~ 9 ½" off the ground.

**21) Ballast Weight**

**a)** Added weight may be mounted under the car, providing that it is securely bolted to the floor pan and up as high as possible. The weight may not block the area behind the left front tire and the area in front of the left rear tire in order to allow for chassis height to be checked.

**b)** Added weight must be magnetic steel or lead only, in block form, and weighing no less than five (5) lbs. per block (no pellets). Added weight must be securely bolted or welded and painted white with the car number stenciled in black. No added weight will be permitted inside the driver's compartment. Weight must be welded in a box or attached with two (2) or more 7/16" minimum diameter, grade 8 bolts and locking nuts. All weight must make 5" ride height.

**c)** Any car loosing ballast weight or found with unmarked weight is subject to a fine.

**d)** The mounting of ballast weight is subject to the approval of Thompson officials.

**22) Ground Clearance**

Minimum ground clearance for chassis, body, nose and tail pieces is five ~~(5)~~ 4 ½ inches.

**23) Car Weight**

**a)** All specified weight requirements will be with the driver.

**b)** The minimum total weight at all times will be 2975 lbs.

**c)** Maximum left side weight is 55.0% of total weight.

**d)** Cars found under the minimum total weight rule after qualifying will be placed to last in that event. Cars found under the minimum total weight rule after the feature event will be penalized one (1) position per pound under.

**e)** Left A-pillar of car must be labeled with car minimum weight.

**24) GM 602 Crate Engine: Car Weight**

**a)** All specified weight requirements will be with the driver.

**b)** The minimum total weight at all times will be 2975 lbs. for 2-barrel carburetor or 3050 lbs. for 4- barrel carburetor.

**c)** Maximum left side weight of crate engine cars is 55.0% of total weight.

**25) A-Frames**

**a)** Upper and lower A-frames must remain stock (as manufactured) and unaltered.

**b)** A-frames may not be changed from side-to-side.

**c)** Upper ball joints must be stock OEM no low friction upper ball joints of any style or brand.

**d)** Lower ball joints must remain in stock position.

**e)** Screw-in ball joints are allowed. The only lower screw in ball joint that may be used is Moog part # K727 or (conventional type) equivalent part #.

**f)** Upper A-frame bolts may be replaced for added camber. Upper and lower A-frame bushings may be replaced with polyurethane bushings, but hole location may not be altered.

**g)** Johnson Chassis Stock OEM lower A-frames (Part #JCI-09-02-01RC-SP) are allowed.

**h)** QA1 part #'s 1210-109, 1210-208P, and 1210-209P ball joints may be installed in **OEM** GM lower A-frames.

**26) Tubular Upper Control Arms**

Steel, tubular, G-Metric, exact-fit replacement control arms with steel cross shaft are allowed. Acceptable examples: UB Machine part #14-0829-6L & 14-0809-5R, Medievel Motorsports Part #s MMX301-215R & MMX301-215L. Control arm must fit the stock 6 7/8" perch and must accept the OEM bolt-on ball joint. Left arm must measure 8 ½" - 9" and right arm must measure 8". No offset control arms will be allowed. Must match Thompson Speedway control arm.

**27) Sway Bar**

**a)** The front end sway bar must be stock OEM or a stock OEM replacement. No rear sway bar will be allowed.

**b)** Link pins may be replaced with threaded rod and heim joints.

**28) Spindle/Hub**

**a)** Spindle may be changed to heavy duty OEM units. They must be bolt on units and not be altered in any way except for the lower ball joint hole may be reamed or tapered to fit the lower ball joint pin. No aluminum spindles. QA1 9056-105 AND 9056-104 are approved part numbers.

**b)** Tread width must remain stock.

**c)** Track supplied spindles must fit the car.

**d)** Hub/Rotor must be stock OEM. Coleman safety hub will be allowed on both sides.

**29) Bearings**

**a)** All bearings– wheel (front and rear), differential, and transmission –must be of stock OEM design. Bearings may be either angle-type cone, straight barrel-type or ball bearing. All bearings, including the rollers, must be magnetic steel only. Bearing Spacers may be used with Wheel Bearings. No REM machined bearings or micro polished bearings.

**30) Brakes**

**a)** Brake systems must be stock OEM hydraulic systems. All four (4) brakes must be in working order. Ultra Cool PART # LMBFS5-625 L or R hub mounted cooling fans may be used on front brakes. One per wheel.

**b)** No aluminum brake drums.

**c)** No drilling or lightening of any brake parts including backing plates, shoes and pads.

**d)** Aftermarket master cylinders/pedals are allowed.

**e)** Adjustable proportioning valves are allowed – front to rear adjustment only.

**f)** GM may use an aftermarket caliper produced by Howe (part #HOW337 or HOW33658). That part must have the Howe logo. Alternative parts Capitol Motorsports (part # LHC258 or LHC21516).

**g)** Rear disc brakes may be installed. Stock G-Body metric calipers only. Calipers must be mounted in same position left to right side. Steel caliper slider pins only. Steel caliper brackets only. May be welded or bolted to housing tubes or tube flanges. Speedway Motors rotor part #91031043 is the only approved rotor at this time, or aftermarket dimensionally equivalent rotor made of same materials weight. Maximum rotor diameter 11.630" inches. No drilled, scalloped or slotted rotors. No lightening of brake rotors in any way.

**31) Brake Lines**

Braided stainless steel brake lines are permitted.

**32) Steering**

**a)** The steering linkage and steering box (including turning ratio) must be stock OEM for the chassis being used. The steering shaft may be removed from the column and securely reinstalled with Heim joints. OEM tie rod adjusting sleeve may be replaced with threaded magnetic steel tubing with jam nuts. No aluminum components. Bump Steer Correction Center Link may be used.

**b)** Idler arm holes on chassis may be slotted or an adjustable stock dimension idler arm may be used.

**c)** The forward most bolt hole on the chassis for the steering box chassis must remain unaltered. The two (2) rearward bolt holes may be slotted.

**33) Coil Springs**

**a)** Front and rear steel racing springs are allowed. They must measure minimum five (5) inches in diameter. Springs may use spring spacers and adjusting cups. Rear jacking bolts are allowed. ~~No~~ **Front jacking bolts are allowed.**

**b)** The only modification permitted to the spring pocket is for the installation of a jacking bolt or adjusting cup. In all other ways, the spring pocket must remain stock OEM.

**c)** Spring Cup on the axle tube may be replaced. Cup must in the stock location on the axle tube. No offsetting of the cup is permitted. Front springs must be in the stock location. No offsetting the Jacking Bolts.

**34) Leaf Springs**

Only steel leaf springs are permitted. Leafs may be added on both sides. All leafs must be the same width. Stock-appearing, adjustable shackles and lowering blocks are allowed. No other modifications allowed.

**35) Shocks**

**a)** Front and rear shocks must be a matched pair, left to right. ~~Shocks must remain in stock location.~~ Front Shocks may be relocated. Rear shocks may be placed on top of frame in original position (must use original mounting holes) with a maximum one and one half (1 ½) inch spacer. Front shocks may use a 1" inch spacer at the lower mount. Listed below are the only approved shocks for GM cars:

| Brand | Front | Rear |
|---|---|---|
| KYB | KG4513 | KG5548 |
| PRO SHOCK | SS-100 | SS-201 |
| | SS-100A | SS-201A |
| AFCO | 1020 | 1030 |
| | 1021 | 1031 |
| | 1022 | 1035 |
| QA1 | EC1956P | EC1685P |
| | 23946M | 23685M |
| Bilstein | AK1043 | AK1044 |

For 2021 and beyond, Any Steel Bodied, Sealed Shocks with a maximum retail price of 130.00 may be used. No rebuildable or adjustable shocks are allowed.

Any GM shocks not listed here must be approved in writing to be allowed in competition.

**b)** For non-GM cars, you must use the same brand and series shocks from the above list.

**c)** Shocks may be confiscated and dyno tested. Shocks that do not test according to the manufactures specifications will be destroyed and the team and driver will be disqualified.

**36) Trailing Arms**

Must be stock for the year, make and model being used. Lower trailing arms must be stock OEM and unaltered. Upper trailing arms may be slotted or cut and welded and must be within one (1) inch of stock length, and must be centered. Mounting holes and locations must remain Stock OEM. GM metric cars may use Johnson Chassis upper and lower trailing arms (part #JCI-09-03-04 & JCI09- 03-03B) or Speedway part #s 91634052 and 91634054. Trailing arm bushings must be Stock OEM, or polyurethane OEM replacement bushings. No offset bushings permitted.

**37) Suspension Tie Downs**

No tie downs or travel limiting devices permitted on the front suspension. Rear suspension devices must allow the frame rail to be raised a minimum four (4) inches before the rear tires come off the ground.

**38) Wheels**

All four (4) wheels must be heavy-duty, aftermarket steel wheels. All wheels must be 15” by 7”. Minimum wheel weight is 20 lbs. One (1) inch lug nuts are mandatory. One-half (1/2) inch studs are mandatory. No “bleed off” type Valve Stems.

**Wheel Offset**

Wheel offset will be measured as follows: the inside surface of the wheel flange (mounting surface) must be in the center of the wheel as determined by measuring from the outside bead seat to outside beat seat. A tolerance of +/- three-eighths (3/8) of an inch will be allowed.

**39) Track Width**

Track will be measured from the outside bead seats. Left outside bead seat to right outside bead seat. Maximum allowable track width is 67 3/8" inches at the bead seats. The measurement will be taken 12" inches vertical from the floor to the outside bead seats. Front track width will be measured at the front of the rim.

**40) Wheel Spacers**

Spacers may only be used on rear axle. Equal amount and equal thickness of spacers must be used left side to right side.

**41) Tires**

**a)** The tire compound that will be used will be the Hoosier 790.

**b)** If a tire cannot be identified, it will be considered illegal.

**c)** Thompson Speedway Officials may confiscate and/or impound tires at any time for inspection.

**d)** The JTR Eagle PPM Tester will be set at a fixed level and will be strictly enforced throughout the season.

**e)** A participant competing in any race at Thompson Speedway specifically agrees that he/she acknowledges it is illegal to soak or treat racing tires and that said soaking or treatment of racing tires is against EPA regulations and further contains carcinogens and hazardous material which are unfit for his/her health and the health of all competitors and spectators. Any participant found violating the rule is subject to suspension.

**42) Crate Engine: General Engine Requirements**

**a)** The only approved engines for Crate use are the GM Performance Factory Sealed Circle Track 602 (Part #19258602). Engines must be purchased directly through General Motors or an authorized service center. All crate engines must be serviced through an authorized Thompson Speedway service center (see below) prior to competing at Thompson Speedway. Only Thompson Speedway authorized

service centers can perform updates to the GM Performance Factory Sealed Circle Track engine. Upon completion of the updates, which include a parts package and dyno sheet, the engine will be sealed. For the 2017 season forward, any team switching to a crate engine must purchase a brand new, unused, (part #19258602) OEM GM Performance **Factory Sealed** Engine. It must be purchased from an authorized GM dealer. Invoice from the purchase must be presented with engine during registration when Thompson Speedway seals are installed. Any team that has a **sealed, pre-registered**, part #19258602 engine from 2016 may continue to use it, following existing rules. The GM crate engine manual will be used to inspect all crate engines.

**b)** Seals may only be removed by a Thompson Speedway Official or Thompson Speedway authorized service center. Any seals that appear to have been tampered with, or have been removed, without one of these two parties being present will result in the engine being deemed illegal. At this point, the engine must be re-sealed at the participant's expense.

*NOTE*: All engines must be sealed and documented to compete at Thompson Speedway. A completed crate engine registration form must be completed and submitted to Thompson Speedway Officials. Engine seals are only good for two (2) years.

**c)** Thompson Speedway authorized service centers are:

~~Engines by Andy~~
~~(860) 917-6505~~

Nat's Racing Engines
702 Warren Avenue
Swansea, MA 02777
(508) 336-4142
Contact: Nat Chiavettone

RAD Auto Machine
80 Ravenwood Dr
Ludlow, MA 01056
(413) 583-4414
Contact: Don Wood

**d)** Rebuilding of crate engines is not allowed. Repairs may be made with authorization from the Tech Department. An official must be present when seals are removed. After repair, engines will be re-sealed.

**e)** There are no approved crate engines for Ford or Chrysler cars at this time.

**43) General Engine Requirements**

**a)** Stock OEM engines for year, make and model of the car must be used. Engine must be OEM cast iron V8 production block with cast iron heads. The only approved engine blocks are the following:

Chevrolet: 350
Ford: 351W and 351C and 347
Chrysler: 340 and 360

**b)** The engine block must retain all OEM specifications with the exception of the cylinder overbore and the surfacing of the block deck. Cylinders may be bored a maximum of 0.040" from the standard size.

**c)** Stock appearing, aftermarket OEM-type magnetic steel main bearing caps are allowed. d) No splade caps are allowed.

**d)** Only stock OEM-type engine bearings will be permitted; no roller cam type bearings.

**e)** The following cylinder block modifications that are not permitted, including, but not limited to: angle-cutting of the decks, grinding, polishing, painting, or coating ay internal surface, offset boring,

changing dowel pin size or location, installing offset dowel pins.

**f)** Only normal OEM-type engine balancing is permitted.

**44) Compression**

**a)** Maximum compression is 9.5 to 1 for non-Ford engines.

**b)** Maximum compression for the Ford engine is 10.0 to 1.

**c)** Compression will be checked with the "Whistler."

**d)** The two-most forward bolts on both sides of the intake must be drilled to accept a seal.

**45) Engine Location**

**a)** The engine must be in the stock location, centered in the chassis.

**b)** Steel replacement motor mounts are permitted.

**c)** The minimum crankshaft height is 13" ½", measured from the centerline of the crankshaft to the ground.

**46) Crankshaft**

**a)** Only stock OEM production crankshafts are allowed. The maximum stroke on a Chevrolet will be 3.495". The maximum allowable stroke tolerance will be +/- .015". Regrinding of the rod and main journals to a maximum of 0.030" under standard size is permitted.

**b)** The following are exceptions for the Chevrolet:

i) Chevrolet must use the large journal crank.

ii) Chevrolet may use the following SCAT Crankshafts or Eagle crankshafts:

(1) SCAT One-Piece: Part #9-10526 or Part #435010L

(2) SCAT Two-piece: Part #9-10442 or #435010 (3) Eagle: Part #435034805700

(4) Eagle Part #435334805700

**c)** The rod journals may be drilled to obtain the minimum crankshaft weight.

**d)** No machining or polishing of the crankshaft allowed. Standard engine balancing is the only acceptable modification that can be performed on this component. No painting or Teflon coating.

**e)** Minimum crankshaft weights are: OEM GM 50 lbs., Ford and Chrysler 54 lbs.

**f)** Aftermarket crankshafts must weigh the manufacturer's advertised specification.

**g)** Ford 347 may use Scat crankshaft part #4-302-3400-5400-2123. Standard balancing only. This is the only approved part # for this engine.

**47) Harmonic Balancer**

Only a stock OEM or exact replacement will be allowed. Chevrolet engines must use a stock 350 balancer or exact replacement, 6 ¾" or 8" diameter, stock weight.

**48) Pistons & Rods**

**a)** Any flat-top three (3) ring aluminum piston is permitted. All three rings must be magnetic steel. No portion of the piston may protrude above the top of the block. The minimum ring thickness is as follows:

Compression Rings: 0.43 inches
Oil Ring Assembly: 3.0 mm

**b)** Only stock type steel rods will be permitted. All aftermarket connecting rods must be steel sportsman rods with a steel pin. Rod length must be stock. All rods must be the same length.

**c)** Minimum weight for piston, pin, rings, bearing and rod assembly is 1075 grams. d) Chevrolet must use 5.7-inch rod.

**d)** Ford 347 may use Scat connecting rods part #2-1CR5400-7/16. Standard balancing only. This is the only approved part # for the engine.

**49) Oil Pan**

**a)** Stock-appearing, steel, aftermarket oil pans are permitted. The only approved aftermarket oil pans for Chevrolet are:

Moroso Part Numbers: 21804, 21807, 21808 Canton
Part Numbers: 11-200, 11-200M, 11-200T.

**b)** An OEM oil pan may be modified to Moroso or Canton specifications.

**50) Engine Oil Specifications**

**a)** Combustion enhancing oils or additives are not permitted.

**b)** Oil coolers, remote filters, and accumulators may be used. Components must be mounted securely in the engine compartment.

**51) Cylinder Heads**

**a)** Only OEM-type cast iron cylinder heads will be permitted.

**b)** Approved Cylinder Heads

i) All factory Chevrolet heads must be factory listed for 70CC's or greater. Chevrolet may use the

following OEM-replacement aftermarket heads:

WORLD PRODUCT Stock Replacement Series
Bare Casting (Part #043600B and 043610B)
DART (Part #10024361-165CC Runner 67CC Chamber, Part #10021070-165CC Runner 72CC Chamber, Part # 10024360-165CC Runner 76CC Chamber)

ii) Ford Cleveland must use Stock OEM steel heads of two-barrel design that came on a passenger vehicle. Ford Windsor may use the cast iron "WORLD PRODUCT Windsor, Jr." cylinder head – part number 05303B. Intake valve must be 1.94" maximum. Exhaust valve must be 1.60" diameter. This is the only approved aftermarket cylinder head.

**c)** Maximum Valve Size permitted is as follows:

| | Maximum Intake | Maximum Exhaust |
|---|---|---|
| Chevrolet | 1.94" | 1.50" |
| Ford Windsor | 1.94" | 1.60" |
| Ford Cleveland | 2.09" | 1.71" |
| Chrysler 340 | 2.02" | 1.60" |
| Chrysler 360 | 1.88" | 1.60" |

**d)** Head studs are not allowed on any cylinder heads.

**e)** All cast lines and insignias must be clearly visible and complete.

**f)** Angle milling, changing the angle of the head gasket surface in relationship to the rest of the head, is not permitted. Additionally altering the position or angle of the valve guide is not permitted. The addition of screw-in studs, guide plates, valve spring seats, option valve seals, Poly-Locks, or jamnut devises are permitted. The machining of valve guide bosses allowed is for seals only. Coolant return lines are allowed to be placed on the ends of the heads. The following head modifications are not permitted, including, but not limited to: port matching, flow work, grinding, polishing, beading or chemical (acid) milling. No welding or sectioning. No internal modifications of any kind, including painting or Teflon coating. No more than two-intake mounting holes may have HeliCoils. Intake or exhaust manifold mounting holes may not be added or relocated. Holes must take standard intake manifold bolts.

**g)** Rocker studs must be in stock OEM location and installed at stock OEM angle for engine being used. No enlarging or relocating of any bolt holes or dowel pin bores. No offset or oversize dowel pins.

**52) Valves**

All valves must be identical in appearance and construction as an OEM type valve. Any valve stem

with an undercut of 0.015” or more will not be permitted. Steel valves only.

**53) Valve Springs & Retainers**

**a)** The valve springs’ maximum outside diameter must measure no larger than 1.55”

**b)** Double springs are permitted.

**c)** Only steel valve spring retainers are allowed.

**54) Valve Job**

Multi-angle valve jobs are permitted. When cutting the valve seat angles, no stone or grinding marks are permitted above the bottom of the valve guide. All cutting in reference to the valve job must be centered off the centerline of the valve guide. The maximum angle of cutting and grinding on the bowl side of the intake and exhaust seats is 90 degrees. Upon completion of the valve job, the bowl area under the valve seat down to the bottom of the valve guide must still be the same configuration as far as shape and finish as it was from the manufacturer. Surfaces and/or edges where the cutter or stone has touched must not be polished. No hand grinding or polishing is permitted on any part of the head. No work is permitted to take place in the combustion chamber. It must remain as cast from the manufacturer. No modifying, cutting, spot-facing, or milling valve guide bosses in port bowl area.

**55) Camshaft**

**a)** Only hydraulic camshafts will be permitted. No roller camshafts or lifters are allowed.

**b)** Valve lift regulations are as follows:

| | Maximum Intake | Maximum Exhaust |
|---|---|---|
| Chevrolet | 0.390” | 0.410” |
| Ford Windsor | 0.427” | 0.465” |
| Ford Cleveland | 0.461” | 0.463” |
| Chrysler | 0.429” | 0.444” |

**c)** Camshaft lift may be measured at the valve, rocker arm, or directly on the camshaft. It may not exceed the gross valve lift divided by the OEM-listed rocker arm ratio. Tolerance for camshafts will be + 0.005”.

**56) Timing Chain**

**a)** Any timing chain and gears will be allowed. Gear drive or belt drive-type timing chains are not permitted.

**b)** Degree buttons and offset crank keys will be allowed.

**57) Lifters**

Only stock diameter hydraulic lifters will be permitted. No Rhodes or other variable duration lifters. Hydraulic lifters must be operative and pass a leak down test. A maximum of two lifter bore sleeves

(bushings) will be allowed for block repair.

**58) Rocker Arms & Push Rods**

**a)** Stock rocker arms and aftermarket roller rockers are allowed. The rocker arms must maintain stock ratio.

**b)** Guide plates are allowed.

**c)** General Motors must use 1.50 ratio rocker arms.

**d)** Push rods must be magnetic steel and stock diameter. Length may be + or – 0.100" from stock dimension.

**59) Intake Manifold**

Only the latest Edelbrock Performer intake, with the Edelbrock-applied American Flag, allowed. A stock, track-supplied intake, including gaskets, must fit the engine. The intake must remain as manufactured. No alterations, adding bolt holes, painting, or coating of the intake will be permitted. The approved part numbers are as follows:

| | |
|---|---|
| Chevrolet | 2101 |
| Ford | 2181, 2665, 2750, 2121 |
| Chrysler | 7176 |

*Note: Thompson Speedway, at any time, reserves the right to confiscate a competitor's intake manifold and require them to compete with a stock manifold provided by Thompson. A failure to comply will result in penalties.*

**60) Crate Engine and General Engine Carburetor**

**a)** Holley two-barrel model #4412 carburetor may be used for GM crate 602 and must be used on the general engine. The body, base plate, metering block, and bowl must be a standard Holley 4412 part. HP parts are not permitted. Carburetors and/or carburetor components machined from billet materials are not permitted.

**b)** OEM type gaskets, jets and power valve must be used.

**c)** The diameter of every hole in the carburetor must pass the standard Thompson Speedway pin and tooling gauges as part of our routine inspection process.

**d)** The only changes that will be allowed are as follows:

i) The choke plate and shaft may be removed, but must be permanently sealed.

ii) Throttle plate screws may be trimmed flush with the shaft.

**e)** Body of carburetor and metering block: No polishing, grinding or reshaping of any part. Drilling of additional holes or plugging holes is not permitted.

**f)** Choke horn may not be removed.

**g)** Boosters may not be changed. Size or shape must not be altered. Height must remain standard.

**h)** Venturi area must not be altered in any manner. Casting ring must not be removed.

**i)** Alterations to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates, and drilling holes into the carburetor will not be permitted.

**j)** Base plate must not be altered in shape or size.

**k)** The stock Holley 4412 or Stainless Steel Holley part #346 butterflies must be used. They may not be thinned or tapered. The Butterflies must remain as manufactured, and must maintain the Holley production tolerance thickness of .0438" to .0398". Idle holes may be drilled in butterflies. Screw ends may be cut even with the shaft but screw heads must remain standard.

**l)** Throttle shaft must remain standard and must not be thinned or cut in any manner.

**m)** GM crate 602 optional 4 bbl. carburetor:

i) The Holley 650 cfm four-barrel P/N 80541 carburetor must be used. Polishing, grinding, resizing or reshaping of any part or orifice is not permitted.

ii) The body, base plate, metering blocks, and bowls must be a standard Holley 80541. HP parts are not permitted. OEM type gaskets, jets and power valves must be used.

iii) The diameter of every hole in carburetor must pass the standard TSMP pin and tooling gauges as part of our routine tech process.

iv) Body of Carburetor and metering blocks: No polishing, grinding or reshaping of any part. Drilling of additional holes or plugging holes is not permitted.

v) The choke may be removed, but all screw holes must be permanently sealed. Choke Horn: Choke horn may not be removed.

vi) Boosters: Boosters may not be changed. Size or shape must not be altered. Height must remain standard.

vii) Venturi: Venturi area must not be altered in any manner. Casting ring must not be removed.

viii) Alterations to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates and drilling holes into the carburetor will not be permitted.

ix) Base Plate: Base plate must not be altered in shape or size.

x) Butterflies: The stock Holley 80541 butterflies must be used. They may not be thinned or tapered. The Idle holes may be drilled in butterflies. Screw ends may be cut even with shaft but screw heads must remain standard.

xi) Shaft: Shaft must remain standard and must not be thinned or cut in any manner.

**61) Carburetor Spacer**

**a)** One space/adapter, made of solid material, is allowed. Canton Part #85-065, and Canton Part #85- 060, are the only spacer/adapter permitted on "Open," and 602 two barrel carbureted engines. Maximum height of one (1) inch will be permitted. The HVH Super Sucker Spacer, part#SS4412-2AL may be used on the 602 Crate Engine Only.

**b)** No wedge shape spacers/adapters will be allowed. Both the top and bottom surfaces must be parallel.

**c)** Portholes must be vertical to the top and bottom. No modifications of any kind that direct or redirect air flow or allow additional air into the engine permitted. Only one 0.075" thick gasket per side of the spacer will be allowed. The spacer may not be stepped or undercut.

**d)** No additional openings for air induction will be allowed.

**e)** No spacer may be used on the 602 crate engine when a 4-barrel carburetor is used. Only one 0.075" thick gasket may be used to seal the carburetor to the intake manifold.

**62) Air Cleaner/Filter**

**a)** Only a round, dry paper, maximum four (4) inch high air filter element is allowed. The air cleaner top and bottom must be solid metal, measuring 12-14", matching the size of the air filter being used. The

central hole in the air cleaner base may not have a lip of more than one (1) inch, as produced by the manufacturer. Engines using Holley 4412 carburetors may use R2C air cleaner base plate, part #AC10519. No spacers may be used between the carburetor and the air cleaner baseplate. One 0.100" inch baseplate gasket only.

**b)** Air filter may not be sprayed or soaked with chemicals.

**c)** No ducts, baffles or anything that may control airflow is allowed on, or in, the air cleaner assembly. All air entering the carburetor must pass through the air filter.

**d)** No air boxes are permitted.

**e)** A shield may be used on the front outer half of the element if it is on the element. Air cleaners must remain under the hood.

**f)** All air cleaners are subject to Thompson Speedway approval.

**63) Exhaust Manifolds**

**a)** Only a stock OEM cast iron exhaust manifold is permitted. No modifications are allowed. No headers allowed.

**b)** GM must use "log type" manifolds. No Chevy II, Vortec truck type, T/A, Ram Horn manifolds are permitted. ~~No "down draft" type manifolds will be allowed~~. Silver Seal part #6553 manifold adapter plate may be used on the right side exhaust manifold.

**c)** ~~The maximum below spark plugs type exhaust manifold outlet diameter for Chevrolet open motors is 1 7/8".~~ For the 2021 season, open engines may use below spark plug exit manifolds on right side. Maximum outlet diameter 1-7/8" inch.

**d)** Maximum exhaust pipe diameter is two and one-half (2 ½) inches. Exhaust pipes must exit six (6) inches behind the driver's seat and under the car. Both pipes may be located on the same side of the car. No crossover or "H pipes" allowed. Pipes must maintain a minimum of one (1) inch separation.

**e)** Ford may use factory tubular exhaust manifolds.

**f)** See "Crate Engine: Exhaust Manifold" section for additional, more specific rules for cars with a crate engine.

**g)** GM may use over the top of spark plug truck exhaust manifolds. No truck exhaust manifolds from fuel injected or Vortec engines. Contact division inspector if you are unsure of your manifold application.

**64) Crate Engine: Exhaust Manifold, Header**

Crate engine may match the exhaust manifold port to the cylinder head. The maximum depth into the top of the exhaust manifold is 1½". The maximum depth into the bottom of the exhaust manifold is ½". No blending is permitted beyond these points. The remainder of the manifold must remain unaltered. The maximum exhaust manifold outlet diameter for crate motors is 2 1/2". Medieval Chassis part #MMXLT1-100 LT1 exhaust manifold adapter plates may be used. Crate engines using a 2 barrel Holley 4412 carburetor may use Schoenfeld 185 headers.

**65) Mufflers & Exhaust System**

**a)** Mufflers are mandatory.

**b)** Only one (1) muffler per exhaust pipe. The end of the muffler must be located six (6) inches from the end of the exhaust system. The last six (6) inches of the exhaust system must be turned down. The exhaust system must extend six (6) inches beyond the driver's seat and remain under the car. Both pipes may exit out the right side of the car. No merging of pipes.

**c)** Mufflers must be removable for inspection.

**d)** Muffler must remain complete with ends as manufactured.

**e)** Check valve tubes are not allowed in any part of the muffler.

**f)** Interior coatings are not permitted.

**g)** The only mufflers legal for the exhaust system are Moroso Part #94050, Dynomax Part #24215 and Summit racing part# SUM-630853.

**h)** Exterior coatings are not permitted. All other coatings including powder coatings are not permitted.

**i)** The life expectancy for all mufflers is two years. Race teams are responsible for the condition of their mufflers. Mufflers found to have deteriorated baffles due to rust/rot will be treated the same as if they were modified. Your mufflers must be in good condition and have complete baffles.

**j)** Exhaust system subject to approval by Thompson Speedway Officials.

**k)** Exhaust system may only be fabricated with 2 ½" O.D. magnetic steel exhaust pipe. No flex pipe or stainless steel exhaust tubing may be used. Sections of the 2 ½" inch flex pipe may be used on exhaust. One per bank. Maximum length 2' feet per section. No heat wrap on the exhaust system or manifolds.

**66) Ignition**

**a)** Only Stock OEM-type HEI distributors, using factory production firing order, are permitted, unless noted in letter b below. The firing order is as follows:

| | |
|---|---|
| GM & Chrysler | 1-8-4-3-6-5-7-2 |
| Ford | 1-3-7-2-6-5-4-8 |

**b)** The only aftermarket distributors allowed are the Moroso (part # 72231) and the Performance Distributor (Part #127212).

**c)** Only stock-type coils are permitted. GM must have the coil in the cap. No MSD or super coil-type coils.

**d)** The only aftermarket part allowed in, or on, the complete distributor will be advance springs.

**e)** Only stock-type coils are permitted. GM must have the coil in the cap. No MSD or super coil-type coils.

**f)** The only aftermarket part allowed in, or on, the complete distributor will be advance springs.

**g)** All crate engine ignition systems must be equipped with a working MSD rev limiter Part # 8727CT. Mounted to the engine side firewall, with all wiring visible. Maximum engine RPM must be set to 6400 RPM's. An advance lock kit may be installed in place of the OME advance assembly. Vacuum or centrifugal mechanisms.

*Note: Thompson Speedway, at any time, reserves the right to confiscate a competitor's ignition module and require them to compete with a stock component provided by Thompson. A failure to comply will result in penalties.*

**67) Spark Plugs**

Spark plugs must match the type of head being used. The gasket-type head must use the gasket seat spark plug. The tapered-type head must use the tapered seat spark plug.

**68) Battery**

**a)** Only a single 12-volt OEM automotive type or an automotive type gel-battery is permitted.

**b)** The battery must be located inside of the frame rails, forward of the rear end. The battery may not be inside the driver's compartment. The battery and/or box may not extend below the frame rails where it is mounted. Battery must be held in place with a metal cross bar and two threaded rods, welded or bolted to chassis or roll cage.

**c)** The positive cable of the battery must be inside of the frame rails.

**69) Engine Cooling System**

Radiators must remain in the stock OEM location. All cars must be equipped with a minimum one (1) gallon overflow container. Only water or Water Wetter-type additives may be used in the cooling systems. No antifreeze allowed.

**70) Water Pump**

**a)** Only stock OEM water pumps are allowed.

**b)** The Chevrolet must use the stock steel water pump; no aluminum or aftermarket.

**71) Radiator Fan**

An electric radiator fan is permitted.

**72) Fuel Pump**

One mechanical, stock-type diaphragm pump is permitted in the stock location.

**73) Fuel Shut Off Valve**

**a)** A ¼-turn fuel shut off valve is required in the fuel line.

**b)** The fuel shut off valve's ON and OFF positions must be clearly labeled.

**c)** The valve must be open when the handle is aiming front to back, and the valve must be closed when the handle is aiming left to right.

**d)** No fuel shut offs permitted on the driver's side. The valve must be easily accessible to emergency workers.

**74) Fuel Specifications**

**a)** Sunoco Race Fuel 260GTX and 93 octane Super Unleaded automotive pump gasoline are the only fuels permitted in the Limited Sportsman Division. The 93 octane Super Unleaded automotive pump gasoline must be purchased from a retail outlet and must contain a minimum of 7 percent and a maximum of 10 percent of ethanol. The use of an additives or catalysts is not permitted. These two fuels may be mixed together.

**b)** Thompson Speedway Officials will take fuel samples as part of their normal inspection process.

**c)** Icing or cooling of the fuel system is not permitted in the garage, pit or paddock areas.

**d)** Nothing may be placed in the fuel line except a standard fuel filter. The use of any type of fuel catalyst or other fuel-altering device is prohibited.

**75) Radiator Fan**

The radiator fan must be electric.

**76) Bell Housing**

The blow shield must be fully-enclosed, commercially manufactured, and 100% steel.

**77) Clutch & Flywheel**

**a)** The clutch and pressure plate must be stock OEM steel. No modifications of any kind are permitted. The minimum diameter for the clutch and the pressure plate is 10.4".

**b)** Any steel flywheel for the make and model of the car may be used. It must have come with a 10.4" or larger clutch and pressure plate.

**c)** Minimum weights are as follows:

i) Flywheel: 20 lbs.

ii) Pressure Plate: 13 lbs.

iii) Clutch Disc: 2.5 lbs.

**d)** Fords must comply with the following regulations:

i) The flywheel must be steel, have a Stock OEM part number, and weigh 20 lbs. ii) The clutch and pressure plate must be OEM steel. The minimum diameter is 10.0". . The minimum total weight for the clutch and pressure plate is 17.0 lbs.

**e)** See "Crate Engine: Clutch & Flywheel" section for additional, more specific rules for cars with a crate engine.

**78) Crate Engine: Clutch & Flywheel**

The crate engine must use the GM flywheel (Part # 14088646), or aftermarket version of the OEM flywheel. Made of the same materials, design, and weight, and weigh at least 14.50 lbs.

**79) Transmission**

**a)** Only OEM production stock 3 & 4 speed transmissions will be permitted. All internal parts must be stock. Gear ratio must be of stock OEM production.

**b)** Machining or lightening of any internal rotating or non-rotating parts including gears, shafts and case is not permitted. Gun drilled transmission shafts are not be permitted. Welding on any internal part is not permitted.

**c)** Auxiliary, over or under drive transmissions are not permitted. High gear must have a ratio of 1 to 1 and no other gear may have a ratio closer than 1.35 to 1.

**d)** Aluminum transmissions are permitted.

**e)** Thermal coatings are not allowed. No REM machining or REM type processes allowed.

**f)** Aftermarket stock-type shifters are allowed.

**80) Rear Ends**

**a)** Rear ends must be stock OEM. Stock tread width must be maintained.

**b)** Differential may be open or locked using a mini spool or conventional spool. No limited slip or locker carriers allowed. ~~Modifications that lock the rear while under the load of being turned by the drive train, including, but not limited to locking the rear end, welding of spider gears, Posi rear ends, limited slip, Detroit lockers, and shimming of spider gears, are not permitted. Minimum clearance of .008" of an inch must be present between side gears, spider gears, thrust washers, cross shaft, axles, and differential carrier.~~

**c)** Thermal coatings are not allowed.

**d)** GM must use a seven and one-half (7 ½) inch rear end assembly. ~~For the 2020 season and beyond.~~ A steel Ford 9" inch housing and differential may be used. Dimensionally equivalent to the GM 7.5 axle assembly. All shock and control arm mounts must be in the same location as the factory GM 7.5 axle assembly. Maximum width of the housing is 58" inches. No offset housings. No cambered housings. No full floating hubs. Racing axles may be used, 28 or 31 spline. OEM Ford type bolt in axles only. No lite weight gun drilled axles. Tube axle seals may be used. OEM cast iron Ford center section (chuck) with OEM Ford open differential only. No locking, welding, or binding of the spider and side gears. The only components that may be replaced in the center section (chuck) assembly with non OEM Ford parts are the ring and pinion, bearings, and thrust washers. No aluminum or billet steel components in the center section (chuck) assembly including the drive yoke. 4.56 to 1 is the maximum ratio that is allowed for the 2020 season. No REM finished or micro polished gears, bearings, or components. Any questions please contact the tech inspector. Beginning in 2021, Full floating hubs may be used on Ford 9" housings. No Aluminum hubs. No gun drilled axles.

**e)** Ring and pinion gears may be changed.

**f)** Aftermarket gears are permitted, but must be steel and the in the same design and of the same appearance as OEM. No REM machining or REM type processes allowed.

**81) Ring and Pinion Ratio**

~~**a)** Maximum ring and pinion ratio is 4.56 to 1.~~

**82) Axle Shafts & Drive Shaft**

**a)** Solid steel, aftermarket axles are allowed. Axles must retain all stock dimensions.

**b)** C-clip eliminators are allowed.

**c)** A heavy duty axle must be used in the right rear.

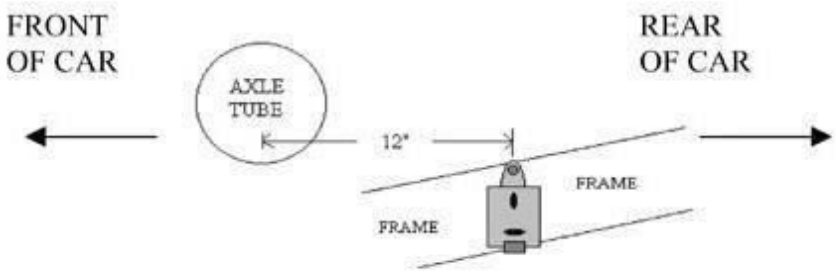
**d)** Minimum drive shaft length is 50 3/8" inches. Minimum tube diameter is 2 ½" inches, outside diameter. Must be made with magnetic steel.

**For more information, please contact:**

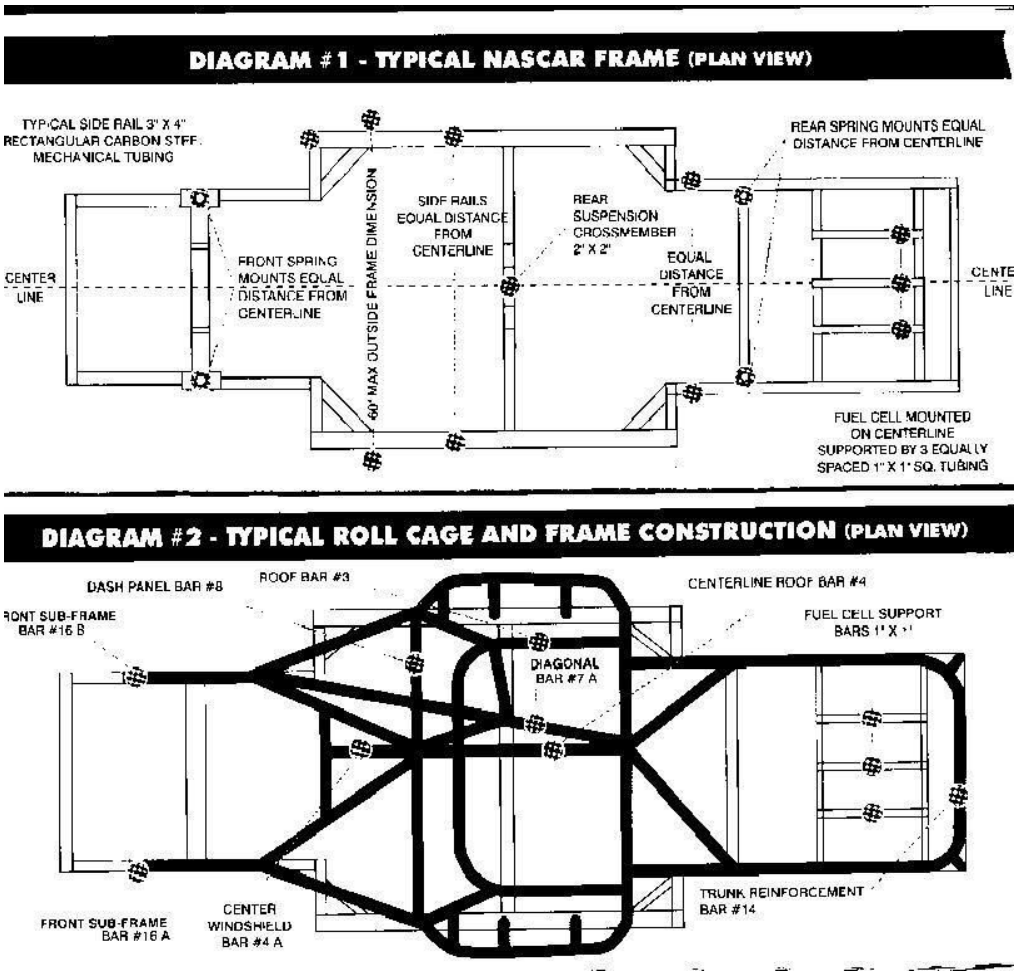
Joe Delorimiere
Divisional Inspector
Cell: (860) 514-1713
GRIP340@aol.com

## Exhibit 1: Preferred Jack Stands

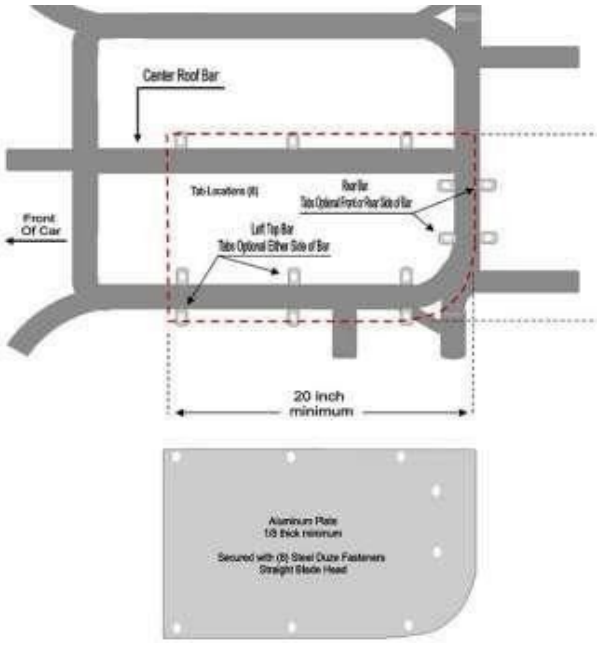
## Exhibit 2: Transponder Mounting Location



## Exhibit 3: NASCAR Diagram




## Exhibit 4: Halo Bar Safety Pla



**Crate Engine Owner** _____ _____

**Team #**

**Driver** _____ _____

_____

**Division**

***2021 LIMITED SPORTSMAN CRATE ENGINE REGISTRATION***

**ALL COMPETITORS USING A CRATE ENGINE TO COMPETE IN ANY TSMP EVENT MUST COMPLETE THE FOLLOWING AGREEMENT:**

**Crate Engine #1 Serial Number: Crate Engine #2 Serial Number:** _____

_____

By registering and signing this agreement, you will be allowed to compete and receive prize money and points at TSMP-sanctioned events. There will be NO prize money or points issued without registering crate engine with the TSMP Office prior to competing.

**AGREEMENT:**

1. I agree to the policies regarding the TSMP Limited Sportsman engine program, as outlined in the TSMP rules and regulations, this registration, or any other requirements which might be established.

2. I understand that the TSMP Crate Engines are not to be tampered with. Any unauthorized breaking of the seals or unauthorized freshening or altering in any way is a violation of the TSMP rules.

3. I understand that by registering my crate engine(s) and using it/them to compete in any TSMP sanctioned event, I, or my assigned driver(s), are subject to any and all penalties which might be imposed from time to time by the TSMP organization.

4. I agree to abide by the TSMP policy that a crate motor may be confiscated for inspection at any time. If the integrity of the said motor is not fully in compliance with the TSMP rules and regulations, I further understand that I am subject to penalties which may be imposed by TSMP, and my privilege to compete may be forfeited.

5. Failure to comply with the demand of the TSMP Official in Charge to confiscate a crate motor for inspection purposes will result in penalties. Team will be responsible to place motor in truck or trailer of TSMP choice for transport to builder inspection facility. Cost of inspection and delivery will be borne by TSMP if found legal, and all costs will be the responsibility of competitor if found illegal.

I understand and agree to the terms and conditions as outlined above.

_____ _____

**Crate Engine Owner** **Crate Engine Driver**

_____ _____

_

**Witness**

_____

**Date**

**Witness**

_____

**Date**