

Chapman's Can Am Motorsports Park

2014 Can Am Pro Street Division Rules

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This division is open to STREET STOCK and PRO STOCK type cars. See PRO STOCK STYLE CAR CLASSIFICATION under CAR ELIGIBILITY section.
Can Am maintains the authority to adjust any of the following rules to maintain somewhat equal competition.

Procedure Info:

Any and all cars are subject to minor or thorough inspection upon arriving on Can Am Motorsports Park premises. Everything on car including driver must pass safety, as well as competition rules inspection. In the event that any car and or driver has been competing with a rule infraction in the past, regardless of the infraction or the length of time will have no involvement with the tech decision if found not in compliance to these rules concerning any tech inspection or protest situation. Can Am maintains the authority to disallow any driver/crew/car they consider unsuitable or over qualified to compete in this division. If an issue arises that is not addressed within these rules the Officials will render the deciding factor.

Any and all measurements may have a 1/2 inch tolerance; this will be decided by tech.

The legality of any material added or removed from car in the interest of safety will be decided by Chief Tech Inspector.

SAFETY NOTE: All rules regarding safety are with the intentions to assist in the defense of injury and in no way offer any assurance of absolute protection. It is the responsibility of driver, crew member(s), car owner(s) and or anyone in the presents of hazardous conditions to maintain their personal safety.

SAFETY EQUIPMENT: Rules apply at all times. One way only radio (frequency 454.000) required. Transponder required-location, must be behind rear axle, 12" to 18" height from ground on right side of car. Snell-rated SA2000 or newer full faced helmet designed specifically for auto racing, SFI-approved full fire suit, fire retardant neck brace, gloves and shoes mandatory. Recommended: Fire retardant head sock and underwear. Roll bar padding mandatory in driver compartment (Fire retardant recommended).

CAR ELIGIBILITY: 1955 to current 8 cyl. engine only. Strut/torque arm type cars allowed. Body/chassis/engine do not have to match.

Home track rules may apply with any visiting car-calling ahead is recommended, we will work with you as feasible. Driver should be prepared to present a copy of current season home track rules to tech. No convertibles, four wheel drives, sports cars (as determined by tech).

PRO STOCK STYLE CAR CLASSIFICATION: any car with any of the following; quick change type rear end and or BERT/Falcon style transmission and or non clutch type coupler and or shaft driven automatic transmission. Any one of these components will automatically be

classified a Pro Stock car regardless of any other workings. All Pro Stock classified cars must comply with any rule section specific to Pro Stock classified cars.

CAR SAFETY REQUIREMENT: Minimum three inch wide SFI-approved five point safety belt assembly within 3 years from date of manufacture required (Y-type shoulder harness not allowed), must be mounted securely to roll cage. Ignition "kill" switch, fuel main shut off and battery main shut off all required within easy reach of driver and all must be clearly marked "OFF" and "ON". Seat must be high back with an FIA and/or SFI rating and must be securely mounted per the manufacturer's instructions behind steering column. Right side head restraint net and/or support are required. All head restraint nets should be equipped with quick release mechanisms. All areas surrounding the head must have padding. All cars must have the hood in place and securely fastened when starting their 1st lap of the race. Any material added or removed from car in the interest of safety will be strictly decided by the Officials to be legal or not. All cars must have a roll cage fabricated from a minimum of 1-1/2" outside diameter with .065"-inch thick seamless magnetic steel tubing. Side roll bars and/or door bars must extend into the door panels. Minimum of three 3 bars must be utilized on the left side of the car in the door area. Any bars that are utilized for the top portion of the roll cage, including, but not limited to the front and rear hoops, the top hoop and the uprights, must extend a minimum of 1"-inch above the driver's helmet.

CONFISCATE ENGINE: Chapman's Can Am Speedway and Motorsports Park reserves the right to confiscate any 602 Crate Engine or any OPEN engine for the purpose of inspection at any time track officials deem it necessary. No replacement engine will be offered. No assurance the engine would be returned in time for any future race(s).

ALLOWED ENGINES: GM Performance Parts 602 crate engine part number #88958602/19258602 and rule controlled Open engine listed under the OPEN ENGINE section are the only allowed engines.

ENGINE-602 CRATE ENGINE: Only GM Performance Products sealed 602 CRATE engine-part number #88958602/19258602 with unbroken GM factory installed non-tamper seals only. No accessing any part/component that is within sealed areas. Original GM seal bolts can NOT be removed or replaced with any other type seal. Engine and all parts/components provided and installed at time of 602 engine purchase by GM factory must remain as supplied by GM factory (except distributor cap). No modification(s) of any kind is allowed unless otherwise mentioned in these Can Am Sportsman rules. GM 602 updates within NONSEALED areas allowed. Engine must conform to GM factory sealed 602 Crate Engine specs, as well as Chapman's Can Am Speedway dyno requirement.

Dyno Inspection Procedure-any GM 602 Crate Engine powered car that wins a 2nd feature at any time during the current season, does NOT have to be back to back, will be told to pull the engine on the night of the second win for dyno testing. Not being the car's regular driver will have no relationship on the procedure or outcome. If refused, driver and car one calendar year suspension beginning that night will apply.

Dyno Inspection-will be based on a predetermined, unpublished HP and torque limit. This limit figure will NOT be made public. There is no tolerance. If an engine exceeds this limit it will be deemed illegal.

The first inspection will be the nontamper seals. If the engine fails this inspection, the engine will be deemed illegal and no further inspection will be required.

Producing failing dyno results or failing the nontamper seals inspection-engine will be permanently banned from using any 602 Crate Engine status and will be designated an OPEN engine, as determined by the engine number, therefore required to conform to OPEN engine rules at Chapman's Can Am Speedway. Dyno results and rulings will be final.
Naturally aspirated only.

DISTRIBUTOR CAP: any color DIRECT replacement aftermarket allowed.

CARBURETOR 602 CRATE ENGINE: All 602 Crate engine powered cars-one only 4 barrel Holley 4777 or 80541 only with a maximum throttle plate bore 1-11/16" (1.688) no tolerance. Any other modifications allowed. Two throttle return springs mandatory.

ENGINE-Open:

MAXIMUM CUBIC INCH DISPLACEMENT: 415 ci

BLOCK: V8 style cast iron only. OEM, Bow-Tie 10185047, Dart 31161111 (Chevy), 31364175 (Ford). Any bore/stroke combination up to 415 ci. Lifter bore must remain OEM dimensions.

PISTON: Stock appearing flat top or inverted.

CONNECTING ROD: Any steel rod.

CRANKSHAFT: Stock appearing cast iron or steel.

VALVE TRAIN: Hydraulic or solid camshaft-no roller. Any roller rocker arm except no shaft type unless OEM originally equipped. Any push rod, spring and non roller lifter. Stud girdle allowed. Lifter galley plate allowed. Any type timing chain system-no gear drive.

CYLINDER HEAD: Cast iron only. OEM, DART 180, Chevy Bow Tie, Chrysler W-2, Ford Victor Jr. Casting/ID #s must be legible unaltered. No compression ratio rule.

INTAKE MANIFOLD: Any as manufactured cast iron or aluminum. Single mount two or four barrel capability only. No multi carburetor manifolds.

IGNITION: OEM or aftermarket direct replacement distributor type system only. OEM or aftermarket direct fit performance parts allowed. No Magnetos. Must maintain OEM firing order.

CARBURETOR: One only, OEM 2 barrel only, or Holley 4412. Maximum throttle bore 1-11/16" (1.688) with any carb, no tolerance. Any other modifications allowed. Two throttle return springs mandatory.

OIL PAN INSPECTION HOLE: Oil pan should have an optional, easily accessible, 1" inspection hole, minimum 1" above oil line. Or be prepared to expose rotating assembly system in more difficult method. If not easily viewable, still may be required to additionally expose rotating assembly system.

ALL ENGINES:

Naturally aspirated only.

CARBURETOR: All carburetor rules are subject to adjustment to help maintain equal competition.

MSD REV LIMITER SYSTEM: Pro Stock Classification cars must have a functioning MSD rev box with 6000 chip. Street Stock type cars, a rev limiter system not required. See PRO STOCK STYLE CAR CLASSIFICATION under CAR ELIGIBILITY section.

CARBURETOR SPACER PLATE: Not a tech item. Must pass all safety inspections.

FUEL/SYSTEM: Gasoline only. Additives allowed. No electric fuel pumps or pressurized tank fuel systems. Mechanical OEM style fuel pump only. Fuel cell mandatory, 25 gallon maximum capacity that meet or exceed FT3 specifications, securely mounted in trunk area between frame rails, a minimum of 4"-inches ahead of the rear bumper with a minimum two .125" thick steel straps. Cell must be enclosed completely in a container that is a minimum thickness of 20-gauge magnetic steel and/or .060"-inch aluminum. The entire container must be visible for ease of inspection. Fuel pick up must be positioned on the top or right side of the fuel cell and be constructed of steel. Vent must have a check valve.

LUBRICATION: Wet sump oiling system only. Any capacity pan. Oil pan must have an easily accessible 1" inspection hole, minimum 1" above oil line. One oil cooler securely mounted under the hood allowed.

EXHAUST SYSTEM: Exhaust is not a tech item. Any style header. Exception-complete exhaust must pass any safety inspection, must remain under car, securely fastened and extend minimum of 12" behind driver-mufflers optional. Any car considered to be producing unacceptable sound as determined by track officials will be dealt with.

COOLING SYSTEM: One only radiator OEM location only. Add on electric fan allowed for additional cooling ability-but must maintain operating OEM type mechanical fan at all times. Water pump not a tech item but must maintain OEM location. Aluminum engine pulleys allowed.

AIR CLEANER: Not a tech item-must pass any safety inspection.

STARTER: All cars must be equipped with an operational electrical starter.

ENGINE LOCATION: Front sparkplug on either side cannot be further back than the relevant side upper ball joint. If further substantial evidence of EXCESSIVE engine setback is determined by tech inspector, this will take priority over the sparkplug to ball joint method and will be dealt with.

BELLHOUSING INSPECTION HOLE: Bellhousing must have an easily accessible 1" inspection hole, in top 1/3 area.

TRACTION CONTROL DEVICES-of any kind not allowed. As determined by tech.

TRANSMISSION: OEM automatic or manual, BERT/Falcon type allowed. See PRO STOCK STYLE CAR CLASSIFICATION under CAR ELIGIBILITY section. Manual trans with OEM type clutch must have a steel scatter shield or steel scatter proof bell housing. Automatic trans with OEM type converter, a steel scatter shield is recommended. Bellhousing must have a 1" diameter inspection hole drilled near the top.

CLUTCH/CONVERTER SYSTEM (OEM transmission):

Street Stock style car: flywheel/clutch/pressure plate/flex plate or functioning torque converter must all be stock unaltered OEM or direct aftermarket replacement.

Pro Stock style car allowed the following, with manual trans-non clutch type coupler/with automatic trans-shaft driven. See PRO STOCK STYLE CAR CLASSIFICATION under CAR ELIGIBILITY section.

REAR END: Street Stock: OEM style. Pro Stock: quick change. Floater-type allowed. No independent rear suspensions in either classification. See PRO STOCK STYLE CAR CLASSIFICATION under CAR ELIGIBILITY section.

BATTERY: One only 16 volt maximum measured anywhere in system. Relocating allowed, must pass any safety inspection.

BRAKES: All four tires must lock up upon inspection. Side to side/front to rear brake bias adjusting system allowed in cockpit.

WHEELS: All cars: One piece 15" steel designed for racing only, maximum width 10", any offset. Steel beadlock wheels, plugs, covers, wheel spacers allowed any wheel position. ½" wheel studs and 1" lug nuts are mandatory on all 4 wheels. Nuts must thread on at least flush with end of studs in all wheel positions.

TIRES:

Hoosier only

11/90 M45 or D60

Any location. Grooving, grinding and siping allowed.

“BURN OFF” of last season rule will be allowed. On and after June 6, 2014 all Pro Street Division cars must be Hoosier ONLY 11/90 M45 or D60.

Last season rule--All cars: Designed for racing only any compound. No tire larger than the 11/90-15 style and must safely fit the wheel as determined by Tech. Tire size and brands may be mixed.

MINIMUM WEIGHT:

Street Stock Classification 602 CRATE engine cars 2800 lbs minimum with driver

Street Stock Classification OPEN engine cars 2900 lbs minimum with driver

All Pro Stock Classification cars 3000 lbs minimum with driver. See PRO STOCK STYLE CAR CLASSIFICATION under CAR ELIGIBILITY section.

Minimum weights are subject to adjustment.

CHASSIS/FRAME:

Chassis/body/engine does NOT have to match. Frame may be reinforced in the interest of safety. On unibody or damaged/rusted full frame cars, a homemade frame may be constructed using steel only, with a minimum specification of 2" x .120 wall thickness.

Fabricated or aftermarket front clip (from front bumper mounting area back to front firewall) allowed. Front clip must be minimum 2" with minimum .120" wall thickness. Must maintain OEM location measurements for steering box, idler arm, upper and lower control arms.

Any and all frame alterations, including reinforcing, must be inspected and approved by tech. Tech will be the deciding factor with any discrepancy.

Steering column with steering wheel quick release must remain in stock location as manufactured for chassis.

Commercially manufactured steering quickeners allowed. No homemade quickener systems.

All battery mounts must be secure.

Lift chain, cable or strap front and rear mandatory.

SUSPENSION:

Suspension/chassis does not have to match. OEM type including 3 and 4 link systems-links may be fabricated. Jacking/load bolts, adjustable spring cups, wide five hubs, allowed all wheel positions. Rear sliders allowed. No buckled in driver ability to adjust systems other than brake bias. Aftermarket upper control arms allowed. Tie rod ends may be replaced with heim joints. Steering column may be replaced for safety. OEM or aftermarket magnetic coil and leaf springs allowed-spring to chassis manufacture does not have to match. 1 non-adjustable shock per wheel may be remounted front and rear. Coil over allowed. No canister or electronically controlled shocks. Visiting car's home track rules if different regarding suspension system will be considered-recommend calling ahead.

All driveshaft components steel only, painted white with a minimum 1/8" thick x 2" wide steel sling located maximum 6" to the rear of front U joint.

BODY:

Any style aftermarket fiberglass, aluminum, plastic, body and components allowed.

Body/chassis/engine does NOT have to match. No opening at rear of hood area that may allow engine parts, fire or anything else to reach driver. Securely fastened spoiler no wider than body allowed Maximum height 5"-measure from deck straight up (not at an angle) to top of spoiler, at backside of spoiler. Securely fastened, not impairing driver's vision, functioning/nonfunctioning hood scoop allowed. Maximum size 20"w x 20"w x 5"h. Visor/sun block allowed, must not obstruct driver's vision in any direction. Nerf bars/rub rails allowed/recommended, no sharp edges. Interior or drivers compartment may be enclosed. Full metal front and rear firewall and floorboard mandatory. Floorboard does not have to follow original contour. No Mirrors.

TECH INSPECTION POLICIES AND PROCEDURES (all cars): An inspection can be demanded anytime once entered pit gate and or after any race event, any position including did not finish. DRIVER only can refuse a tech inspection and will forfeit the affected event money and points as well as all points accumulated at the affected track (loss of accumulated points applies only to refusing a tech inspection-does not apply to refusing a protest). Not being the driver's regular car has no relationship to the outcome regarding any tech inspection, driver or tech official's decision.

Any tech inspection or protest inspection performed on any specific car/driver and deemed legal or illegal will not affirm the car/driver 100% conforming with or against the rules as others may interpret it. Opinions are twisted to how each individual is affected by the decision. Therefore, if a specific car/driver is deemed legal or illegal, then opinionated to be conforming or nonconforming to the rules by person(s) other than Chapman's Can Am Tech will offer no proof of an incorrect decision. As the part(s)/component(s) are no longer in the possession or observation of Chapman's Can Am Motorsports Park. Therefore, any and all inspections offer no guarantee that anyone else may agree with the inspection decision. Disagreeing with any judgment will have no effect on the decision. Chapman's Can Am Motorsports Park decision will be final.

Track tech inspections are for the purpose of satisfying Can Am Officials only, and are in no way performed to prove anything to anyone else, including fellow competitors. If a competing team is suspicious, this is what a protest procedure is for.

Questions/input will be addressed as possible by the officials. Verbal or physical action directed toward officials or other racers will not be tolerated. Driver along with anyone else that has been

allowed in tech area must remain with their designated car unless otherwise instructed by official(s).

TECH INSPECTION SITUATION (all cars)-Only driver/car will be allowed in tech area, driver must remain in car until otherwise instructed by official(s)-a designated number of crew members per car will be allowed by tech officials IF and WHEN need

PROTEST (all cars): In a protest situation if an issue should occur with obtaining utilizable results, whether resulting from tool failure or any other means, the protest will be terminated. Additionally, Tech, General Manager, and track owner, as a team may submit further action. Tech has the authority to disallow any protest deemed inappropriate or has not properly followed protest procedures and this decision will be final concerning any issues. Driver only can refuse to be protested and will forfeit the money and points for the affected event only. There are two types of protest, visual or major. Not being the driver's regular car has no relationship to the outcome regarding any protest. Protest must be Only ONE specific part/component allowed per protest entry. Only ONE protest entry allowed per driver per feature event.

No engine dyno protest allowed, 602 or Open.

Protest entered with feature event only.

All persons involved with both cars are expected to conduct themselves professionally. Any physical or verbal action against other racers or track officials will not be tolerated.

Protest entered with feature event only.

Enter a protest as follows-LEGIBLY hand written IN DETAIL, with EXACT amount CASH only US funds, submitted by driver to Tech Inspector within 10 minutes of end of feature. Once protest is entered, protest cannot be withdrawn unless approved by tech official.

PROTEST SITUATION (all cars):

Driver/car ENTERING protest:

Driver only can enter the protest

Driver must finish on the same lap as the winner in the current feature event. Driver only must also have finished on the same lap as the winner in the immediate previous scheduled feature event before the protest date at Can Am. Driver/car does not have to match in this previous event.

NOT being the driver's customary car will have no relationship with any decision(s) or with the final outcome.

Only TWO representatives from car entering the protest will be allowed in tech area-additional representatives may be allowed per tech officials IF needed.

Can Am Officials will retain the protest amount until a decision has been made with the inspection results.

Driver/car BEING PROTESTED:

Driver only can refuse the protest.

Driver must take the green flag with start of current feature event.

NOT being the driver's customary car will have no relationship with any decision(s) or with the final outcome.

Only driver, car, ONE crew members, from car being protested will be allowed in tech area-a designated additional number of crew members will be allowed by tech officials IF and WHEN needed.

Must begin work required for protest inspection within 15 minutes and be ready for inspection within 60 minutes of notification of protest, any justifiable circumstances may be considered. Failure to comply with tech official's evaluation will result in driver and car considered refusing the protest. In the event of this, driver and car will be assessed the refusing the protest penalties. Refusing the protest will result in the following. Driver banned from driving in any division at Can Am for 30 days. Car banned from Can Am for 30 days. Further inspection may be required.

Protest Dollar Amount OPEN Engine Division: \$400.00 Any part/component of car, bumper to bumper-including engine.

Protest Dollar Amount 602 Crate Engine: \$400.00 Any part/component of car, bumper to bumper-EXCEPT engine and any part/component supplied by GM at time of purchase from GM.

Exception: distributor and all distributor parts/components, valve springs, push rods, rocker arms, vibration damper (balancer), valve covers, all may be protested in the \$400 category.

All protests: \$500.00 will be ADDED to protest amount for any protest requiring removal of engine, transmission, rear end housing, as determined by tech. If not sure the additional \$500 is needed, have it ready to immediately provide to tech official if required.

FOUND LEGAL: Car being protested receives protest money.

FOUND ILLEGAL: Protester is refunded protest money.