



2024 Sportsman Rules

Tires raced at Maritime Allstar Sportsman Series, must be purchased from Maritime Allstar Sportsman Series, Petty International Raceway, Scotia Speed world.

2023 Amendments for the Maritime Allstar Sportsman Series (MASS)

- 1.1- 602 Crate motor may be repaired or re-freshened. Repairs must be made with approval from a MASS Official. Engine then will be retagged and approved for competition.
- 1.2- 602 Crate motor must remain as shipped. Front to back, top to bottom, other than the approved repairs or re-fresh. No factory seals, tags or bolts shall be removed for any reason without consent of a MASS Official.
- 1.3- Maritime Allstar Sportsman Series (MASS) preferred engine repair or re-fresh is R&D Performance in Truro N.S.
- 1.4- All fuel cells must meet a minimum clearance of 12 inches to any point at the bottom of the fuel cell with cars at appropriate ride heights. All other rules apply.
- 1.5- Helmet restraint systems are mandatory. Systems such as Hans, Hutchens, NeckGen Rev and G-force SRS1 recommended, contact your local track for clarification. Must be SFI rated.
- 1.6- All drivers must wear SFI rated gloves.

1.1 Car Models:

North American rear wheel drive cars with front engines and full frames (excluding Mopar) allowed. • No Mustangs, Barracudas, Camaros, Challengers, Firebirds or similarly designed cars allowed. • 108" minimum wheel base (factory specifications) with not more than 1" difference (plus or minus) from side to side. • Some cars not meeting these specifications may be allowed.

Weight penalties or other adjustments may be required.

2.1 Roll Cage:

- Material to be used must be .090 (minimum wall) mild steel tubing. Low carbon mild steel tubing recommended. Other materials are subject to prior approval. No iron pipe allowed. No brazing or soldering allowed. • Must be frame mounted in at least six (6) places (four upright pipes and two braces towards the rear). No front cage mounts allowed. Rear cage mounts may be on the outside of frame only, not beyond the outside edge of the frame (side).
- All cars are required to have a 4-point or main structure of roll cage. The bottom of the roll cage must remain centered on the drive line plus or minus 1.5". Minimum length of left side door bars is 42". Main cage structure and door bars minimum 1.66" o.d. Total height of roll cage to be 39" (minimum) from bottom of frame. Halo to be no less than 1" lower at any point. Width of halo to be no less than 32" outside to outside of tubing. Dash bar required, along with an X-type member across and behind driver. Right side-bars (instead of door bars) must be no further in toward drive line than an imaginary line connecting the front clip to the rear clip (at kick outs). Halo must be further braced to right sidebars. One piece of tubing must run diagonally or perpendicular between halo in top of cage. Four curved horizontal door bars on driver's side with minimum of eight inches to edge of seat from inside of door bars required. Door bars must be tied together with vertical bars and welded to the frame in at least two additional places. Minimum height of door bars 22.5" from bottom of frame. A so-called "Petty Bar" must run from center of cage (rear) to upper right front halo on any halos over 40" wide. On cars that do not have right side door bars out to the body (66" perimeter cage) there must be one bar (1.50 o.d., .090 thickness, minimum) not less than the length of the frame rail and a minimum of 12" above the frame, running front to rear with a minimum of two horizontal braces, off the right-side bars with a minimum of 66" outside to outside from the drivers side door bars and a minimum of two additional braces tying the main bar back into the frame. No brace bars forward of cage may be higher than stock hood height. • A forward brace off the left front upright for foot protection is mandatory. A piece of plate steel of at least 1/16" thickness should be welded to the outside of the door and foot bars on the driver's side.

- Any bracing not attached to original frame is subject to approval of officials.

3.1 Frames:

- Factory production, complete 1973 or newer parallel American passenger car frames only.

Allowable frames include 1973 - 1977 G.M. 112" (e.g. Chevelle), 1978 - up G.M. 108" (e.g. Malibu), 1978 - up G.M. 114" (Impala), Ford Crown Victoria 114" (80's and 90's). Recommend Mopar use G.M. metric chassis.

- • Minimum wheel base 108" (factory specifications), with not more than 1" difference side to side.
- 112" & 114" chassis may be shortened to 108". (must run Metric ride height of 6 inches) • Maximum tread width (measured outside of one wheel to outside opposite wheel at spindle height) 78 inches.
- Driver must inform officials which frame he is using.
- Maximum tread width (measured outside of one wheel to outside opposite wheel at spindle height) 78 inches.
- No Camaro frames or parts.
- Frame can have one tubing brace from right front clip to right rear clip, parallel to side rail. No part of roll cage or suspension can be attached to this brace. Frame rails can be symmetrically cross-braced or X-braced using tubing only. All bracing must be no lower than the bottom of the frame rails. Frames must support the roll cage on both sides. Cars with sub frames must join the front and rear clips. However, both clips must remain and must maintain their OEM measurements, mounts and pick-up points. Frames must be full and complete on both sides to the front of the suspension and steering components.
- Minimum frame height of 4" (Standard frame), measured at the frame rails. Metric chassis minimum 6" frame height. - Shortened standard frames must run 6inch ride height • Rear of frame may not be altered (Coil for coil)
- There will be no One lift for body or frame clearance allowed pre or post race. Prior to entering tech area, ensure tires are aired and ride height set. Cars will be directed back to pits and have to re-enter tech at the rear of the line if not ready for competition. **Tech reserves the right to push nose down in pre or post race tech to ensure it releases back to minimum right height for given car model.**
- Stock rear frame arch (kick-up) must remain and maintain its original arch, mounts and pick-up points. • Stock rear cross member (at rear end housing) must remain in original location on frame and utilize original pick-up points.
 - The rear of the frame behind the rear axle may be reinforced or replaced for bumper support.
 - Lowering blocks are okay.
- Stock front cross member must remain with the following alterations (all notches must be boxed in): General Motors/Mopar 108" wheelbase - (G.M.) notch may be cut for fuel pump and exhaust front flange bolts. (Mopar)

notches may be cut for manifolds. 112" wheelbase - no notching is required to obtain the 84% rule. Ford 114" wheelbase - notch may be cut under oil pan for oil pump clearance only.

- **All motors must be centered between the frame rails.**
- The distance from the back of the block to the center of the rear axle housing cannot be less than 84% of the wheel base.
- Maximum 2" setback beyond 84% allowed on Ford and Mopar, except Mopar with G.M. chassis.
- Minimum crankshaft height will be the frame height plus seven inches. **Example if frame height / ride height is 7" then crank height is 14" ,if frame height/ ride height is 6" it would measure 13". Any questions please contact tech official.**
- No excessive lightening or drilling. Weight penalties could apply. Front and rear suspension and steering components must be uncut OEM for that frame.

To be clear, other than stock, **Johnson Branded Chassis** are the only chassis permitted to compete. You may use any section or combination of sections, front clip, rails or tail from Johnson chassis. If a component of Johnson chassis is used ie: Front and rear, the mid or rails must be stock. **Absolutely NO modifications can be made to Johnson branded products, other than upper control arm mounts.** Any car found with another fabricated part other than Johnson's will not be allowed to compete. **Johnson Chassis parts and components are available at R&D Performance Center.** If there are any questions regarding this chassis.

* By Definition: Johnson chassis is as manufactured chassis and cannot be altered in any way.

4.1 Suspensions:

- (Front and rear suspension and steering components must be uncut OEM for that frame.) Stock spindles must match frame. No fabricated spindles. Spindle savers are allowed. Bottom 'A' Frames cannot be altered drilled or moved and must be stock OEM for frame used. Upper 'A' Frames must be stock OEM for frame used except GM metric chassis which can replace with aftermarket uppers as described above. They cannot be altered, drilled or moved. Stock upper 'A' Frames may be hulled for screw jack clearance only. Metric chassis may use either a 0.5" OEM offset shaft or a maximum 3.25" OEM bolt (grade 8 bolt or better with OEM thread) on upper "A" frames only. Steel bushings are allowed in stock upper "A" frames. NO reinforcing. NO cutting, notching and/or re-welding of control arm sides. No lift bars, pan-hard bars or snubber bars, trailing arms may have rubber bushings on

each end only. All suspension and steering components must be stock length and mounted in stock location unless otherwise indicated (e. g. shock mounts may be moved). Camber on left front wheel will not be more than **4.0 degrees (+/-)**, right front not more than 6 degrees (+/-).

Bushings• All suspension bushings will be rubber, steel or neoprene only. (added neoprene) (No mono Balls)

- a. You may cut out the front tower to aid in removal if so desired. This does not mean other tracks will allow this alteration.

5.1 Front Suspension:

Sway Bar:

- Any sway bar must be factory stock OEM. Front sway bar may have adjustable links. Stock sway bars must be secured at OEM original frame location. Pedestal sway bar mounting allowed. No threaded adjusters allowed at frame mounting. The outboard ends of the sway bar must be mounted to the lower control arms in the original OEM position (above the control arm). Spacers and/or adjustable links may be used between the sway bar ends and the lower control arms. No droop limiters or ANY other added components to the front suspension.
- Must be hooked on the bottom of the frame and top of the lower control arm and be stock type.

- No more than ¼ inch spacer is allowed between the bushing clamp and frame.

TOP CONTROL ARMS:

- GM Metric chassis may use a Port City aftermarket upper control arm part # 100-060820LH and 100-060800RH, with steel bushings. No offset shaft is allowed with aftermarket upper control arm.
- Left Front: 8.5" +/- half inch
- Right Front: 8" +/- half inch
- After market control arm will be allowed as long as they are;
- Stock mid size GM metric
- Solid Steel Tubular arm construction

Must meet the following Specs:

- Steel Bushing
- O.D 1.000"

- LH arm cc 8.5 (+/- 1/2 ")
- RH arm cc 8.0" (+/- 1/2 ")
- Offset 1.25 max
- Steel cross shaft

LOWER CONTROL ARMS:

- Must remain stock
- Johnson Chassis lower control arms with no alterations allowed

BALL JOINTS:

- Must be stock lengths
- Rebuild able and low friction are OK as long as they meet stock lengths as diameters may vary

CAMBER

- 4 Deg + or – left side • 6 Deg + or – right side

Rear Suspension:

- Rear OEM trailing arms must remain in stock position on frame. Any sway bar must be factory stock OEM. Jacking bolts are allowed.
- All coil springs must be at least 4 1/2 inches outside diameter.
- Rear coil spring pockets can be reinforced or extended to allow for a longer spring.
- Suspension and running gear must be stock OEM for the year and make of chassis. Police cars, taxis, etc. must conform to regular passenger car specifications. This includes rotors, brakes, spindles, control arms, trailing arms Appendix A steering components, etc., unless otherwise specified.
- No coil-over shocks allowed.
- Upper trailing arms may be purchased from any certified fabrication shop as long as they meet OEM dimensions and specifications.

6.1 Steering:

- **Steering box must be OEM** and be mounted in original holes. No fabricated or aftermarket steering components, other than offset shaft.
- Stock OEM power steering must remain and be operating.

No aluminum power steering pumps allowed.

- No cutting, welding, and/or relocating pitman arm, steering arm, center link or other steering components. All tie rod end must be OEM type, taper shaft with crown nut and cotter pin lock.
- No rack and pinion steering. No quickeners. •
- In cockpit steering may be modified to suit driver's taste but must be kept on the left side of the cockpit and the right side of the frame. No center steering. Steering column must have a collapsible joint or a minimum of

two u-joints.

- Johnson adjustable center-link Part # jci 09-02-1-17ds and Allstar Part # 56330 and Howe Part # PN 23399 is allowed. This center-link allows for adjusting bump-steer without manipulating other stock steering components. Stock components will be subject to go /no go gauges.
- An adjustable idler arm, part # All56340, and an adjustable center link can be used together
- Outer Heims will be allowed for 2023 on all frames only for the purpose of bump steer adjustment.
- **No adjustable Pitman Arms**

7.1 Shocks

- One shock per wheel only for a total of four shocks per car.
 - AFCO shocks only with the following numbers: 1275FB, 1276FB, 1277FB, 1278FB and 1078. As the 1200 series shocks are being phased out and being replaced with a 1400 series, the following is also allowed. 1475, 1476, 1477, 1478. These shocks have a slot to bolt on coil overs, they may be used without coil overs only. Numbers must be readable. No five-digit (split valve) shocks allowed. No adjustable shocks.
- No cutting, grinding, welding, or shortening of shocks allowed.

For 2022 and forward, Maritime Allstar Sportsman Series will have a claimer rule in effect for any shock used. Shocks in question will be:

- Claimed by tour officials and tested, then returned if deemed good, or
- Claimed and replaced by a new shock of the same rating, or
- Claimed and replaced with \$150

Above will be at the discretion of the tech officials.

8.1 Brakes:

- Brakes must be operating on all four wheels and must lock up for inspection. Rotors and calipers must match frame.
- Rear brakes with drums must match rear end. OEM aluminum drums O.K. (see below for option)
- Pedals can be hung from top or bottom only.
- Master cylinder (only one, two-line with single push rod) must be located under hood in stock location (On footbox, left side of engine, above frame).

- Caliper brackets must be mounted in a fixed position. Brake ducts okay on front only.
- **In 2024 we will allow BRAKE FANS (blades) on all 4 wheels, along with FRONT air ducts. Those front air ducts MUST be directed at front rotors no exceptions.**
- One adjustment proportioning valve or one bias valve is allowed.
- GM Metric Chassis may use the Raybestos Brutestop 727 series drilled rotor. Manufacturer part number BR5064R or BR5064L only. Part numbers must be readable on the hub. No other chassis may use drilled rotors.
- GM Metric chassis may use US Brake part # 9850-6500-AE rotor. The part number must remain readable on the edge of the rotor.
- Colmen two-piece front rotors are OK with OEM Calipers and spindles

FRONT Brake rotors must not be thicker than 1 1/8"

thickness (OEM Spec) 2016 Rear Disc brakes (Optional)
as follows:

Option 1- A one-piece steel rotor with a min diameter of 11 1/2 inch and 1inch thickness. No drilling or lightening of rotors.

Or

Option 2 - Rotor and hat system Part # ALL42019 only. (ALLSTAR).

Only stock GM cast steel callipers with a single steel piston of no greater than 2 1/2 inch diameter allowed.

May be mounted forward or rear of the axle tubing.

No aluminum parts (all Steel)

All parts must be the same size and configuration on both sides.

Ford cars may use Ford rotors and callipers as long as they don't exceed the GM specifications. 11 3/4 max diam. 1-inch thickness, as well as single piston calliper, with max diameter 2 1/2 inch. Must be all steel parts, no aluminum.

If disc brakes used on the rear, bias valve must be to the rear brakes only.

TO BE CLEAR A BRAKE CALIPER, THE BRAKE PISTON MUST BE NO LARGER THAN 2 1/2 INCHES ON ANY CAR COMPETING IN THE MASS SERIES.

9.1 Rear End:

- Any passenger car rear end may be used as per allowable frames
- Locked rear ends are allowed. No floating axles. No gun drilled axles.
- Rear end and all suspension parts must be in original location. Only top control arms may be redrilled. (No adjustable control arms allowed)
- Rear OEM/Aftermarket trailing arms must remain in stock position on frame and rear end housing. **NO slotted or elongated mounting holes.**

Only one mounting hole allowed at each mounting location.

- No quick-change rear ends. No Detroit Lockers. No aluminum carriers or spools.
- Rear end must measure the same between each brake and the drive pinion. Pick up points on rear ends must measure same as stock. No reinforcing of any kind on housing.
- Mini locker (piece of pipe joining the two axles) okay.
- All rearend components (carriers etc) must be stock in appearance **10 bolts and all 10 bolts installed**, and be the weight of the original OEM component. No Aluminum.
- The rear end may use a solid steel spool or a mini spool. Axles must be steel.
- All drive train components must be steel. A 50lb penalty will be assessed to the 1:1 final drive option.

10.1 Gear Ratio

- Maximum gear ratio is 5:50:1 final drive. Standard transmission only and must race in second gear. • To find ratio (3 speed), multiply rear end gear ratio by transmission ratio (e.g. second gear). Example: rear end gears 3.08 times transmission ratio 1.89 ($3.08 \times 1.89 = 5.8212$), ($3.08 \times 1.84 = 5.6672$), ($3.42 \times 1.68 = 5.7456$). You may run less than 5:50:1 but not more.
- All gears in transmission must remain same ratio as produced by OEM.
- 1:1 final drive is OK. This will be achieved with the existing steel cased 3 speed transmission and a final drive is not to exceed 5.50:1. The 3-speed transmission must not have a second gear ratio closer to 1:1 than 1.50:1.

11.1 Aluminum:

- No aluminum or exotic metal wheels, hubs, hats, rotors, calipers, "A" frames, spindles, or any other suspension or rear end parts are allowed. No aluminum drive shafts, brackets, flywheels, or harmonic balancers.

12.1 Seats:

- Aluminum racing seats are Mandatory. No fiberglass seats. Seat bottom and back must be bolted to frame and cage. • Seat belts should be fastened to the roll cage at shoulder height. (full containment recommended)
- On kit-bodied cars, the seat must be positioned so that the backrest is no more than 70% of the wheelbase (factory specification) from the front spindle (measured from the back of the bottom of seat). • Back of the seat near shoulder height area to center of rear housing no less than 25" • Minimum 8" required between driver's door bars and seat. The bottom of the seat and all seat mounts and frames must be above the bottom of the frame.

13.1 Radiator:

- One radiator only and it must be mounted in stock location. • If a minimum four blade steel fan (that is operating and has all blades full and complete) is used, an additional electric fan is okay.
- No antifreeze or other cooling agents permitted. Water only.
- Radiator overflow must exit within the engine compartment (overflow can) or onto the right lower corner of the windshield. • Hood must cover radiator without modification.

14.1 Electrical:

- Batteries must be securely installed. • Those installed inside driver's compartment must have a protective covering (i.e.: marine case)
- Starting systems must be operating
- Ignition kill switches must be clearly marked "ON" and "OFF" and should be accessible from both sides of the car.

15.1 Transmission:

- Only OEM stock production three speed or four speed (steel cased) manual transmission will be allowed. • No variable ratio transmissions allowed. No five-speed transmissions allowed. • Transmission must have all forward gears working and one gear reverse, plus a neutral. Ratios for all gears must be OEM for transmission used. • All vehicles must start without being pushed or pulled (at discretion of officials)
- **eg a 168 transmission factory weight is 99lbs**

Open Engine Specs:

- GENERAL MOTORS: 350 cu. in. Chev. With 4.000" bore and 3.480" stroke. FORD: 351cu. in. Windsor with 4.000" bore and 3.500" stroke. MOPAR 360 cu. in. with 4.000" bore and 3.578" stroke. .060 overbore permitted, maximum 365 cubic inches. No Stroker engines. Stock size hydraulic lifters (no mushroom type) and a hydraulic lifter camshaft with maximum valve lift as follows: G.M. Intake .390, exhaust .410. FORD - intake .445, exhaust .453. MOPAR - intake .410, exhaust .410. Valve lift is determined by multiplying the actual camshaft lift by the maximum allowable rocker arm ratio. • No mushroom, roller cams or rev kits allowed. • TRW lifters with Cclips are okay. No solid, anti-pump or Rhoads lifters. • Valves must not have over zero lash clearance.
- **PISTONS:** • Stock cast or forged (dished or flat top) pistons only (or equivalent replacement). • Four valve relief pistons are mandatory on G.M. • The piston, rings, rod, end cap, rod bolts and bearings will weigh a minimum of 1350 grams as a unit. • Pistons cannot come above block. Deck height of

.005" recommended. • Stock rods (No 6" GM rods) and pressed wrist pins only. No floating pins. After market rod bolts and nuts are allowed.

- **HEADS:** All cylinder heads must be cast iron, OEM (numbers readable) open chambered smog heads (NO VORTEC heads), with specifications as follows: GM heads - Maximum intake diameter 1.94", maximum exhaust diameter 1.5". Minimum Combustion Chamber volume 76cc. Minimum combined deck clearance plus head gasket thickness .050". Maximum intake runner volume 160 cc. Maximum exhaust runner volume 60 cc. FORD heads - Maximum intake diameter 1.84", maximum exhaust diameter 1.55". With minimum Combustion Chamber volume of 69cc., and maximum intake runner volume of 125cc., a flat top piston must be used. With minimum combustion chamber volume of 60 cc., and maximum intake runner volume of 140cc., a dished piston with .120" cup must be used. Minimum combined deck clearance plus head gasket thickness .080" for all heads. MOPAR heads - Maximum intake diameter 1.88", maximum exhaust diameter 1.6". Minimum Combustion Chamber volume 68 cc. Minimum combined deck clearance plus head gasket thickness, with a flat top piston .120". Maximum intake runner volume

162 cc. Maximum exhaust runner volume 72 cc. The following heads are approved: 3169974, 3671587, 3751357, 3751857, 3769596, 4027596, and 4448308. (Note: 4448308 maximum 162 cc. intake runners and 62 cc. Exhaust runners is allowed. A 50lb. weight penalty will apply subject to review by officials.) Note: Any extra deck clearance or head gasket thickness can be applied to the combustion chamber using one-thousandth equals' .206cc's. • All cylinder heads must have stock intake and exhaust valves and stock valve spring dimensions (1.275" G.M.; 1.437" Ford; 1.5" Mopar). • Stock replacement stainless valves permitted. No swirl polished valves. No titanium valves. Valve stem length, diameter, and keeper group location must be stock. • Stock steel retainers must be used. • No angle milling, port matching, polishing or blueprinting will be allowed. • Heads may be milled for straightness only. • Stock rocker arms (or equivalent replacement) with stock ratios (G.M. 1.5, Ford 1.6, Mopar 1.5). • Jam nuts are allowed. No poly locks. • Screw-in studs and guide plates are allowed. No additional valve springs.

- **CRANKSHAFT:** • Only standard steel or cast production design. • Stroke may not be increased or decreased. • No lightening or knife edging. • No aluminum harmonic balancer, harmonic balancer must be stock for OEM engine.

- **MANIFOLDS:** • Headers or a "Block Hugger" header described in "Exhaust".

- **Compression** • Maximum compression ratio of 9.0:1 is set. (Checked

by whistler). Whistler reading of 9.2:1 will be deemed illegal.

- **Intake for built motors only, In 2024 we will allow the following Aluminum intakes**

Chevrolet- Edelbrock Performer RPM # 7101

Chevrolet- Edelbrock Performer EPS 2701

Ford- Edelbrock Performer RPM # 7181

Mopar- Edelbrock Performer RPM #7176

All inspections and testing is at the engine owners expense.

602 Crate Motors:

- GM Crate engine # 19258602 formally (88958602) recommended. Must be ordered by tour.

Engine must be tagged by tour officials prior to being released to competitors.

- All Engines must be tagged with Tour seals, unless sealed by another track and cleared by our Tech officials, prior to being allowed into competition.
- 602 Crate motor may be repaired or re-freshed. Repairs must be made at or with approval of a MASS official. Engine then will be retagged and approved for competition.

Crate engine must run Stock GM distributor and HEI for the 602 GM Crate engine must be used.

17.1 Bolt ons:

- **OIL PAN:** must remain as shipped, and sealed with MASS seals or factory Bolts.
- **WATER PUMP:** Stock water pump only. May use aluminum stock pump.
- **FUEL PUMP:** Mechanical fuel pumps only in stock location. No belt driven fuel pumps.
- **OILING:** OEM oil pump only. No dry sumps. If the oil filter is removed from its original location, it must be remounted in the engine compartment.
- **TIMING:** Stock timing chain (or equivalent replacement). No belts.
- **STARTER:** Stock OEM starter for engine used. **Aftermarket and small starters allowed.**
- **DISTRIBUTOR:** Only stock distributor, stock module, and stock type coil allowed. No dual points. No external amplifiers.

18.1 Aspiration:

- One two-barrel carburetor only; Holley 4412, 500 CFM maximum.
- Carburetor must remain AS PRODUCED except choke flap can be removed

- Serial numbers must be readable.
- Carb must pass GO/NO-GO test.
- Jets and power valves may be normally interchanged. No material may be otherwise added to or removed from the carburetor. Throttle shaft can be spot welded to linkage.
- No air passages below the venturi in carburetor. PVC valve can come out of valve covers only.
- Breather cover must be stock type, steel or aluminum (e.g. Moroso o.k.). No scoops or fresh air boxes. Carburetor must draw air through filter only. No cowl induction.
- Must have two return springs on separate brackets.
- A throttle stop is mandatory. A Longacre throttle stop (part #32732) must be installed to prevent the throttle linkage from going past the point of no return.
- A four-barrel to two-barrel adapter, maximum 1 " straight through, no tapering, no steps, no oval: STRAIGHT THROUGH.
- General Motors and Mopar may have two stock type gaskets, one thick and one thin.
- Carburetors on Fords will fit on stock two-barrel intake, a 1" spacer is allowed.
- No fuel injection. No electric fuel pumps. No belt driven fuel pumps allowed. No aftermarket filters or fuel enhancing units permitted. Basic replacement in-line filter O.K.
- No turbos. No magnetos.
- No fuel additives allowed.
- 2bbl one inch straight through design with a 65 thousand gaskets (max) ←
~~4bbl no spacer, only 65 thousand gasket (max) April 7/15 - 04/29/2018~~
 omitted.

19.1 Exhaust:

- Exhaust must be mounted in such a way as to direct gases away from the driver's compartment and away from any areas of possible fuel spillage.
- A "Block Hugger" header, with maximum 1 "y" tubes and a 2 ½" 3-bolt flange, that measures no more than 10" top to bottom, with a maximum outboard measurement of 3 ¼", is allowed. When installed, the header exhaust flange must not be lower than the point where the block and oil pan bolt meet. Mild steel headers only. No stainless, chrome, or coated (inside or outside) headers allowed.
- Exhaust pipe off the header must be 2" o.d. exhaust tubing. The first four inches (maximum) can be used to reduce the exhaust pipe off the header to 2" o.d. maximum. The next 2 feet must be 2" o.d. after which it can go to 2

½" for the remainder of the 4 foot minimum described above.

Exhaust:

Option to extend the exhaust out the right door. must have a muffler (schoenfeld , howe or alike part .must be a 3" pipe off headers in to a 2 into 1 collector . then muffler out to door with a panel mount exhaust outlet ,(schoenfeld part #sch300tss or alike part .max 12" min 10 "height at door . no more forward then 28"from centre line of rear axle. all measurements at centre line of pipe. max outlet 3.5"

Headers will be allowed but must have primary tubes no larger than 1-5/8" for the full length of the tube (flange to collector). No step tubes allowed.

- Collector must be 3" diameter and be secured to the exhaust pipe (3.5" max. diameter). Collector is to remain stock length. A "Y" pipe collector is required to adapt into a single exhaust pipe.
- Exhaust pipe will have a down turn to allow exhaust gases to exit under the car ahead of the rear axle.
- Headers are to be conventional crossover design only. Example: Schoenfeld 135 headers. No 180 degree or stepped headers allowed.
- Manifolds and headers will remain as produced. No porting, polishing, acid treating, blueprinting, any indication of grinder marks or acid could render the car illegal. Manifolds and headers are subject to removal for inspection.

20.1 Clutch and Flywheel:

- **One clutch disc, one pressure plate only allowed. Must be stock production OEM. This includes weight, clutch and pressure plate minimum, Ford 20lb, GM 19lb, Mopar 26lb, size minimum 10" diameter complete with stock springs and physical appearance.**

No solid clutch discs allowed.

- Aftermarket high performance types are not allowed.
- No lightening of these parts, eg: drilling, grinding,
- All cars must have a one-inch hole in the bottom of the bell housing to allow for clutch inspection. Clutch disc (only single disc permitted) must be a minimum 10" diameter. Any stock type steel flywheel may be used.
- No lightening of flywheels permitted. (ie drilling).
- Clutch linkage can be either hydraulic or mechanical. .
- A blow proof bell housing or a 1/4" thick steel scatter shield positioned

between the floor and bell housing, covering the top part of the bell housing, 180 degrees around is required on all cars.

21.1 Fuel and Fuel Tanks:

- Safety approved fuel cells are mandatory.
- Fuel cell must be totally encased in a 20 gauge (or thicker) steel can. All tanks or cells must have a protective hoop assembly at the rear. Hoop (min. 1.75" o.d. 0.83 thick) will consist of one bar hanging down from each frame rail connected together at the bottom by a horizontal bar or one continuous bar running from frame rail to frame rail in a similar manner. Hoop must be to the bottom of the cell. A top bar must run straight across (between and below) the frame rails and be attached to the two downward bars. A vertical bar will tie the top and bottom bars together halfway between the frame rails. A jacking post not more than 1 ½" long may extend down from hoop provided it is not below the rear end housing.
- The bottom of all tanks and cells must be at least 12 inches from the ground to any point
- Tanks must be installed behind the rear axle, between the frame rails, fastened to the frame. No pressure tanks allowed.
- Outside fillers must have check valve in top of tank. Outside vent off the tank must have check valve (G.M. PCV valve is okay).
- All fuel lines must be metal and run under floor.
- Fuel must be unleaded pump gasoline intended for normal highway use. No additives. No nitrous oxide or nitro. No nitrous devices or plumbing allowed. No racing fuel. No aviation fuel. Fuel could be subject to testing. No fuel will be added post race unless requested by tech officials. • A recessed fuel filler MUST be placed on rear deck at the base of the rear window or the drivers side rear quarter panel. A check-valve (flapper) must be used at the top of the tank as well as a check-valve installed in the vent hose which must exit through the rear bumper cover. As the filler is outside the body, you must still have a functioning full width trunk lid.

An Oberg fuel safety valve (Keyser Part # sv-0828) must be installed in the fuel line to carburetor, as close to the fuel cell as possible.

An Oberg fuel safety valve (Keyser Part # SV-0828) must be installed in the fuel line to carburetor, as close to the fuel cell as possible.

NOTE: This rule is being imposed to prevent a possible fire hazard when refueling the cars on the track or in the pits

22.1 WEIGHT:

- GM crate engines 2bbl – 2950 lbs pre race , 3000 lbs 1:1
- Built engines – 3000 lbs pre race, with 1:1, remain 3000lbs
- ANY OTHER ENGINE COMBINATION MUST BE PRE APPROVED BY

MASS OFFICIALS PRIOR .TO ARRIVAL ON RACE DAY

- All cars are subject to refueling and scaling post race at officials discretion
- For MASS only, any New Brunswick car running a crate or a built engine, must have specified 2 bbl carb.
- Maximum left side weight 55%.
- Maximum rear weight 45%.
- No hydraulic, pneumatic, ratchet, electric, or any other kind of moveable weight devices anywhere in or on the car.
- Added weight must be securely fastened, painted white and have car number on it. Weight must not be below frame rails
- Metric cars with weight or any frame or seat structure below frame rails will have a maximum of 53% left side weight and 44% rear weight and could be subject to further restrictions at the discretion of officials.
- Management maintains the right to adjust or further define the weight rule.

23.1 Tires and Wheels:

- Steel wheels only.
- Oversize steel wheel nuts that thread all the way over the stud required. • Minimum half-inch studs recommended
- 3/8" round stock may be used to protect rim lip.
- No offset wheels with less than 1" of offset.
- Tires will be Hoosier 10425 or 10420 8" treaded tires compound 890.
- Tour management reserves the right to define tire size, structure, compound, allowable quantities and chemical treatments to all competitors for all events. Tires could require further branding by officials before they are eligible for use.
- Maximum overall width (front and rear) shall not exceed 78" from outside of one wheel to outside of opposite wheel at spindle height. Wheel spacer of not more than 1-inch thickness per wheel allowed. Applies to Original OEM 108" metric and Johnson frames. Spacer must be one solid aluminum piece.
- Tires cannot be more than 2" outside the body.
- No chemical treating of tires (i.e. Compound Altering / Tire Softening). Tires will be subject to durometer testing. Failure to comply will lead to penalties/suspension. We will be using 58 cold pre race as the lowest acceptable reading with the official's durometer only. Any tire found below 58 could be confiscated prior to the race and returned post race. Any tire found at 55 or under, post race will result in automatic disqualification.
- **A peice of white paper must be installed inside the tire prior to mounting with car number written on it. That must remain inside for post race inspection if applicable.**

24.1 Safety:

HELMETS:

- must be CSA approved (SNELL SA 2015 or newer mandatory), and must be worn at all times car is on track. Helmet must accompany vehicle at time of inspection. Full face helmets are mandatory.
- Snell M series will not be allowed.
- Helmet restraint systems are mandatory. systems such as Hans, Hutchens, recommended with G-force SRS1 a minimum• NeckGen Rev added 2014

Racing Suits:

- All competitors must wear fire Suits of a flame retardant nature whenever car is on the track. If suit happens to be two pieces, both the top and bottom must be worn at the same time.
- Fire retardant gloves and shoes are mandatory,
- fire retardant underwear are mandatory for any driver with a suit rated lower than a SFI 3.2A/3 in 2013

Fire Extinguisher:

- A securely fastened, quick release fire extinguisher is required within easy reach of the driver with a recharge slip dated no earlier than January First of the current year.

Window Net:

- Driver's side window net (quick release, properly working top latch) is required.

Racing Harness

- Five-point racing harness mandatory.3 year expiry from date of manufacturing **Misc:**
- Loose objects and/or weights will not be allowed in drivers compartment. Any other weight added must be securely mounted; a minimum of two half-inch bolts used with each weight.
- Weights must be painted white. Car number should be on all weights.
- Drive shaft hoop required toward front of drive shaft. Hoop must be constructed of material sufficient to contain the drive shaft in the event of U-joint/drive shaft failure. Drive shaft must be painted white. Drive shaft must be steel and min of 3.0 " OD
- Roll bar padding is recommended around driver.

25.1 Bodies, Interiors and Air Dams:

- **2022: Body Options:**
- **Option 1) As previously written**
- **Option 2) Complete Gen 6 as approved**
- **Option 3) AR Bodies Revolution reskin kit is approved for 2024 and beyond**

- **Option 4) You may run option 1 with the following exception: All four components must be used, nose, right & left fenders as well as the hood. All approved measurements apply and will be at the discretion of tech officials.**
- All bodies should conform to "Five-Star Short Track Template" dimensions and angles, and may be required to fit templates. Weight penalties, rear spoiler modification/removal, or other adjustments could apply to non-conforming bodies (in the opinion of officials) for their first day of competition. Compliance may be required to continue beyond the first day.
- Front fenders and top of windshield must be kept free for contingency decals.
- Aluminum, fiberglass or steel after market bodies O.K. with rubber front and rear bumpers. No flared-out rear quarters.
- Trunk lid (Minimum 3 sq. ft. opening with 12" min. measure either way) must be functional. Safety retainers required on hood and trunk lids. Trunk lid may not be dished.
- No cut down doors. Door length and shelf width must meet Five-Star Specifications. Shelf width maximum 2" left, 3.5" right.
- Body must be centered on frame and retain its stock appearance, dimensions and angles.
- Passenger side window must remain completely open. A vent window to accommodate an air duct can be installed back from the bottom of the windshield pillar a maximum of 10½" and up at 90 degrees from the edge of door.
- Rear deck spoiler (Five-Star type) allowed. Maximum length of 60" and a maximum height of 5", measured across the back. No boxing. Spoiler must be centered side to side on rear deck.
- • Rear deck height may be a maximum of 34.5" off the ground. No adjustable rear quarter panels.
- Full front windshield required. Must be Lexan or approved safety glass. Top of front windshield must remain available for division sponsor.
- Lexan rear window and quarter windows allowed. Back windows must be securely braced internally to prevent significant bowing at racing speeds (see sucked down roof and rear window rule below).
- All window pillars should be in place. Painted roll bars are not an acceptable substitute. No additional material may be added in pillar area.
- Must have original grille or be meshed in. Roof height at top edge of rear window should be no more than 1.5" lower than roof height at front (10inches back from windshield). Top of rear quarters should not be trimmed to allow sides of roof to be lowered. Rear deck height and spoiler

height could be relative to any combination of deck length, roof height, nose height and angle, front fender contour, windshield angle, door length and width.

- Body must be a minimum of 4" from the ground at all points.
- Must have full steel (min. .032" thickness) or aluminum (min.040" thickness) interior. • Complete steel firewall (front and rear), floorboards, and area surrounding driver mandatory. • A steel plate under the driver's feet and seat is recommended.
- Aftermarket rubber nose cone must match the body. Rear bumper cover must match body.

Rear bumper covers may not be trimmed, hulled, drilled, or otherwise changed or modified.

- No wings or ground effects anywhere inside or outside of car.
- The interior of the car cannot be arranged in such a way to look like a spoiler. Right side floor pan may be level with transmission height, angle up to bottom of the passenger side window opening, or drop back down with level of floor on driver's side.
- No holes allowed in hood or other body panels other than stock holes.
- No cowl induction.
- • Any radiator duct must not extend ahead of the front bumper or behind the radiator and must be at least 4" off the ground.
- All cars in competition must have a complete paint job. Primer is not considered paint.
- No body modifications allowed. No external strips allowed. Any bodies that appear to be mounted in a manner that could put more air on the rear spoiler (sucked down rear roof and/or window) or the front area of the car could be required to make changes such as trimming or removing rear spoiler, removing hood or other adjustments to compensate for any possible advantage in the opinion of the officials.
- All cars must begin each race meet with complete body unless damaged in practice and/or OK'd by Pit Steward.

26.1 Measurements:

- All heights will be measured with driver in the car.
- Minimum roll cage height to be thirty-nine inches from bottom of frame unless grandfathered.
- Minimum height of door bars to be twenty-two and a half inches from bottom of frame.
- Forty-eight inch roof height (2002 or newer body 47") measured back from the windshield to the ground per Five Star specifications.
- Remaining measurements must conform to Five Star specifications.

27.1 Rub Rails:

- A single exterior rub rail may be used on each side of the car, from behind the front wheel parallel to the ground, to ahead of the rear wheel, break for the rear wheel opening and continue toward the rear of the car and fasten to the rear bumper. Square or rectangular tubing or round pipe only. Maximum 1" O.D. or 1/2" by 2" O.D. No exposed bolt heads. Front and rear ends will taper at 45 degrees and be closed in. Bolt heads must be countersunk. Recommend a 1/4" X 2" aluminum flat bar with tapered ends. No sharp edges.
- Rub rails must fit tight with side of car (bolted tightly to outside door bar within 8" of either end as well as along the length) and blend with car colors. Numbers and lettering must be over rub rails.

28.1 Bumpers:

- Bumpers must be used front and rear.
- The center of the front bumper must measure between 15" and 17" from the ground.
- Bumpers will be constructed of maximum 2" tubing, and may not have any sharp edges exposed.
- Rear bumper and brace bars must be sufficient to protect fuel cell or tank.
- A cable or chain of sufficient strength to lift car must be exposed in center of front and rear bumpers to allow for quick pick- up. Cars with hinged trunk lids and hoods are exempt.

29.1 Paint and Numbers:

- All cars must have their assigned numbers on both sides of the car and on the roof (readable from the grandstands) at least 20" high and 4" thick in a color that contrasts with the car color. A 6" white number must be on the top right front windshield.
- No gray, silver, gold, metal flake or trick numbers. Numbers deemed difficult to score, the driver will be notified and any scoring protests by that driver will not be acknowledged.
- Numbers can be obtained from Lynne Vasil weeknights between 7:00 and 10:00 p.m.
- Front and rear snouts should be painted the same color as the car.

30.1 Miscellaneous:

- One inside mirror may be used and must be mounted inside car. One left side mirror, maximum width of 4" at any given point, not to extend beyond body.
- Anything not specified as allowed must be stock. No performance or aftermarket speed equipment of any kind is allowed.
- No traction control or similar devices are allowed.
- Stock parts are those manufactured for the normal family sedan, not taxis, police cars, muscle cars or any other special editions.

- Previously raced Sportsman cars with bodies of earlier vintage than Five-Star catalog may be allowed.
- Visiting Cars from other tracks or Series will be allowed to compete at the discretion of officials. • Visiting competitors that do not comply with body rules may be required to make adjustments prior to being allowed to enter competition. • Bodies must meet all "Five Star" rules, measurements, angles, and templates as described in the ABC body program. Standard weight panels only. Competition adjustment may be implemented on visiting cars at the discretion of the officials
- **Listening Devices** - Scanners or Race Receivers are mandatory. Two-way radios are allowed. - Scanners will only be set to track frequency. Frequency will be posted on the line up board at drivers meeting. **All drivers will be required to have a Priority Channel that will activate when MASS Control is communicating.**
- Any car/driver/owner found altering Johnson chassis or sealed engines will automatically be disqualified and banned from series competition for a period of 12 months.

*Any misinterpretation of the rules will be subject to a final decision by track officials. Track officials may check any car at any time. Officials may alter any car if it is in the best interest of competition. Anything missing in the above rules can be ruled illegal at the discretion of the officials. When in doubt, ask! To be clear, if it doesn't say above you can do it, then you cannot!

2022, Please keep the area behind the front wheel and ahead of the doors clear for contingency decals. This area will be deemed for sponsor use only starting in 2021.

NEW.

2022

Maritime Allstar Sportsman Series will at the discretion of the tech officials, confiscate and hold till the end of the season, any parts found to be outside the above rule set. Any car found not to be in compliance, will be inspected to ensure compliance before entering the next race event. Please contact race officials for any clarification of above rules.

Maritime Allstar Sportsman Series Craig McFetridge 902-209-6024, craigmfetridge@live.ca, Jack Tanner 902-497-6819 or Chris Labarron 705-717-1463

