

Mid- West Drag Race Series TOP SPORTSMAN Rules / Regulations

MWDRS Technical Rules Consultant:

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CLASS OVERVIEW:

Class is for full-bodied side-steer-type vehicles only. Qualified fields with competition conducted in a dial-in E.T. format. Eight-mile, Minimum 3.66-second dial-in; maximum 5.29-second dial-in. Must dial-in within a tenth of the bump spot for Top Sportsman class. Any runs made quicker than license, chassis certification or required safety gear may result in disqualification of run or event. An entry may not go quicker than its NHRA safety requirements. Know the NHRA safety requirements for the E.T. you want to run. Requirements for Advanced ET 4.49 and quicker are much different than those required for 4.50 and slower.

QUALIFYING:

Up to (32) Qualified cars total placed on Sportsman Ladder. Entry must take the starters signal in at least one qualifier to be considered for eliminations. Vehicle must stage under its own power. Manually pushing vehicle into pre-stage or stage prohibited at any time during event.

TOP SPORTSMAN PAYOUTS & ENTRY FEES:

Regular Entry : \$250

Payout: Winner \$3000

R/U \$1000

Semis \$ 500

Qtrs \$ 250

(If less than 9 cars show up the purse is cut in half.)

DESIGNATION

TS followed by car number. Number must be at least 4 inches high. Minimum weight at the conclusion of run, including driver:

Small-block	Naturally aspirated:	1,900 pounds
	Nitrous assisted:	2,000 pounds
	Supercharged or turbocharged:	2,100 pounds
Big-block	Naturally aspirated:	2,200 pounds
	Nitrous assisted:	2,450 pounds
	Supercharged or turbocharged:	2,600 pounds
Six-cylinder	Supercharged or turbocharged:	2,100 pounds
Four-cylinder	Supercharged or turbocharged:	1,900 pounds

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

ENGINE

Any internal combustion engine allowed with any modification. Only one engine may be used. No cubic-inch limit.

Harmonic balancer meeting SFI Spec 18.1 mandatory.

EXHAUST SYSTEM

Competition exhaust systems permitted. Exhaust gases must be directed out of the car body, rearward, away from driver and fuel tank. If zoomies are utilized must be turned upward minimum 3 degrees.

FUEL

Racing gasoline, gasoline, alcohol, gasohol, ethanol, diesel permitted. Nitromethane and propylene oxide prohibited.

FUEL SYSTEM

No part of the fuel system may be mounted on firewall or in flywheel/flexplate area. If fuel tank/cell is mounted in rear, it must be vented to the outside of the body and equipped with a flash shield to isolate system from driver compartment. All front mounted fuel systems must be mounted between framerails and enclosed in a round tube frame, minimum 1 1/4 inches O.D. x .065 chromoly or .118 mild steel tubing.

INDUCTION

Any number and type of carburetors or throttle bodies may be used. Electronic fuel injection permitted. Two return springs mandatory. Throttle stops prohibited.

LIQUID OVERFLOW

Catch-can mandatory for coolant overflow; one-pint (16-ounce) minimum capacity.

OIL LINES

All flexible-pressure oil lines, excluding return lines and any line 30psi or lower in pressure, must pass a minimum 300psi test for 30 seconds with no indications of separation, weeping, leaking, etc. Competitors may test and tag their own lines. Label must indicate date, psi, and tester ID; label must be impervious to fuel and brake-clean. Lines must be tested and tagged within two years. All lines on supercharged alcohol cars must be routed in such a way that they are not directly in line with cylinder head gaskets at the front, rear, or side of the cylinder heads.

OIL-RETENTION DEVICE

All cars must utilize an NHRA-accepted lower engine oil retention device; may use a belly pan in lieu of a device attached to the engine. Pan must run from in front of the front motor plate to in front of the rear motor plate and from framerail to framerail. On vehicles without a front motor plate, pan must run from in front of harmonic balancer to in front of rear motor plate and from framerail to framerail, All belly pans must incorporate a minimum 2-inch-high lip on all sides. A nonflammable, oil absorbent liner mandatory inside of retention device.

SUPERCHARGER

All supercharged entries may utilize a 14-71 (or smaller) standard or hi-helix supercharger. Centrifugal superchargers permitted. OEM-type screw supercharger permitted, all others prohibited. OEM-type screw superchargers do not require a supercharger restraint. "OEM-type" in this case means that it must have originally come with the production engine being used. All cars using 12-71 or 14-71 superchargers must have an SFI 14.2 or 14.3 Supercharger Restraint with approved bag from same manufacturer. All other superchargers require an SFI 14.1, 14.2 or 14.3 Supercharger Restraint. Belt guards shielding both fuel and oil lines are mandatory. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines. Aluminum studs (supercharger-to-manifold) mandatory.

TURBOCHARGER

The use of single or dual turbochargers is permitted.

THROTTLE STOP

The use of throttle stops, stutter boxes, etc. to control downtrack engine rpm is prohibited. Throttle stops are defined as

being mechanical, electronic, or pneumatic. Throttle stop may be present on vehicle but must be disconnected from all controls.

STARTER

All entries must be self-starting with an onboard starter and battery.

VALVE COVERS

Cast or fabricated metal valve covers, using all attachment bolt holes, mandatory on supercharged or turbocharged cars.

VENT TUBE/BREATHERS

Mandatory for all supercharged engines. Two 1-inch-diameter connections. All breathers must be positive locking.

DRIVETRAIN: 2

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, 1.4, or 1.5 mandatory. Flywheel shield meeting SFI 6.1, 6.2, or 6.3 mandatory on clutch-equipped cars. Engine combination determines the appropriate specifications. See the appropriate SFI Specification or NHRA General Regulations for the motor plate and bolting requirements.

DRIVELINE

Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of U-joints. Driveshaft must be covered by 360-degree tube, covering the front U-joint and extending rearward a minimum 12 inches. Minimum thickness of tube is .050-inch chromoly or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 5/16 SAE bolts or welded or 1/4-inch push/pull pins.

FLEXPLATE

Automatic transmission flexplate meeting SFI Spec 29.1 mandatory.

FLEXPLATE SHIELD

Flexplate shield meeting SFI Spec 30.1 mandatory. An SFI 6.1 bellhousing is permitted on torque converter assisted planetary transmissions.

REAR END

Aftermarket axles and axle-retention devices mandatory. Welded spider gears prohibited. Wheel studs must be 5/8-inch minimum. Aftermarket full-floating or live axle assembly permitted. Independent rear suspension prohibited.

TRANSMISSION

Any transmission may be used; however, vehicle must employ positive system to disengage from final drive. All automatic transmissions must have a neutral safety start switch and reverse lockout device. All pressurized units must utilize flexible hoses pressure tested to 300psi and be clearly labeled as passing the testing process or steel lines and AN fittings to connect with accessory coolers. A minimum 1/8-inch pipe connection using high-pressure line vent to overflow tank (minimum 1-pint capacity) is mandatory.

TRANSMISSION SHIELD

A one-piece transmission shield meeting SFI Spec 4.1 is mandatory on all automatic and planetary transmissions.

BRAKES & SUSPENSION: 3

BRAKES

Four-wheel brakes mandatory with dual master cylinder mounted above frameroads on all entries. Steel brake lines mandatory.

STEERING

If removable steering wheel is used, commercially available quick-disconnect steering wheel adapter meeting SFI Spec 42.1 is mandatory.

WHEELIE BARS

Permitted. Wheels must be nonmetallic.

FRAME: 4

BALLAST

Permitted, 250 pounds maximum, 100 pounds maximum removable. Loose ballast is grounds for disqualification.

CHASSIS

All cars must use a full frame that meets SFI Spec. 25.1, 25.2, or 25.3 that run 7.499 and quicker. Cars running 7.50 and slower must meet applicable SFI Specification (25.1, 25.2, 25.3, 25.4, or 25.5) for body/chassis design. Must have current NHRA serialized sticker affixed to the cage before participation.

ROLL-CAGE PADDING

Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components.

GROUND CLEARANCE

Minimum 3 inches required from the front of the car to 12 inches behind axle centerline, 2 inches for remainder of car except oil pan and exhaust headers.

PARACHUTE

Required. Cars running in excess of 170 mph must use dual parachutes.

WHEELBASE

Minimum 90 inches. One-inch variation from left to right.

TIRES & WHEELS: 5

TIRES

Must be automotive type, designed for racing.

WHEELS

Each car in competition must be equipped with automotive-type wheels, designed for racing. SFI Spec 15.1 rear wheels with beadlocks or liners mandatory on any vehicle that runs 4.20 and quicker or 170 mph and faster.

INTERIOR: 6

UPHOLSTERY

Optional.

WINDOW NET

Window net meeting SFI Spec 27.1 mandatory.

BODY: 7

BODY

Must be full-bodied vehicle (trucks, vans, wagons permitted) with two functional doors. Front overhang limited to 45 inches from center of front spindle unless stock OEM is longer.

FIREWALL

Required. Each car in competition must be equipped with minimum .024-inch steel or .032-inch aluminum firewall.

FLOOR

Minimum .024-inch steel welded in on driver's side from firewall to rear crossmember. Remainder .032 aluminum, .024-inch steel, or MWDRS-accepted carbon fiber.

HOOD SCOOP

Maximum height of 15 inches. Measured from flat portion of hood to top of opening.

WINDSHIELD, WINDOWS

Required, no window tint beyond factory specification permitted. The side windows on all entries that utilize nitrous oxide or are supercharged must have a minimum 4-inch-diameter opening adjacent to the driver.

SPOILERS/WINGS

Non OEM airfoils or wings permitted; must be permanently attached to frame or roll cage; nonadjustable during run. A positive locking device to prevent movement is mandatory.

ELECTRICAL: 8

BATTERIES

All batteries must be securely mounted.

DELAY BOX/DEVICE

Permitted. Pneumatic starting-line enhancers are permitted for all applications.

IGNITION

Aftermarket electronic ignition boxes must be used unaltered from factory specifications. Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down track rpm controller, prohibited. All wiring associated with the ignition system must be fully visible, labeled, and traceable.

MASTER CUTOFF

An external master electrical cutoff switch required. If the switch is the "push/pull" type "push" must be the action for shutting off the electrical system, "pull" to turn it on. The off position must be clearly indicated on all cars.

TAILLIGHTS

One functional taillight mandatory. Flashing, blinking, or strobe lights prohibited.

SUPPORT GROUP: 9

DATA RECORDER

Permitted. Data recorders may be used to record functions of a vehicle so long as they do not activate any function on the vehicle. Data recorder may not be activated by the throttle, clutch, brake, etc. Must be activated by a separate switch. Data may be reviewed (printout, replay, etc.) only after the run.

FIRE EXTINGUISHER SYSTEM

Mandatory on all cars. Minimum 5-pound NHRA-accepted system. Supercharged methanol-burning cars, minimum 20-pound NHRA-accepted system. System must be divided with a minimum one nozzle directed into the driver compartment and minimum one nozzle directed into the engine compartment.

TOW VEHICLES

Golf cart or three- or four-wheeled, Quadrunner/ATV-type tow vehicle permitted. Full-size tow vehicle prohibited.

DRIVER: 10

CREDENTIALS

Current NHRA Competition license meeting requirements for ET / Speed required for competition. Any run that exceeds your tech ET / Speed may be disqualified. ET may not exceed your competition license credentials.

DRIVER RESTRAINT SYSTEM

Driver restraint system meeting SFI Spec. 16.1 or 16.5 mandatory. Restraint system must be updated at two-year intervals from date of manufacture.

HELMET

Full-face helmet meeting Snell M2015, M2020, SA2015, SA2020 or FIA 8890-2015 mandatory; shield mandatory (goggles prohibited).

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

A head and neck restraint device/system meeting SFI 38.1 mandatory when quicker than 4.50 seconds ET and must display a valid SFI label. At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI 38.1 head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. Modification of the device is prohibited. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required.

PROTECTIVE EQUIPMENT

Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory. For front engine supercharged, must have SFI Spec 3.2A/20 fire suit. Vehicles running 4.50 seconds and slower et are permitted SFI Spec 3.2A/5 fire suit and may utilize a SFI approved neck collar and/or SFI approved neck restraint.