

# 2009 Rules

**(2009 New Rule Updates in Red)**

**UPDATE 3/26/9 - Bleeders valves are allowed**

**No electronic traction control allowed.  
If found, ALL points to date will be forfeited.**

These rules are designed to allow many different versions of sportsman cars to compete on an equal and fair footing. Please realize many of the rules are made to keep racing as inexpensive and competitive as possible. If you are unsure of any rule or the spirit of any rule please check with the tech committee. **If it doesn't say you can't, that does not mean you can.** All local track safety rules apply as per the rulebook.

- Vehicle weights must be posted on the top right corner of the front window.
- All weights are done full of fuel at the beginning of the race.

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## There are three basic chassis types allowed:

Stock frame with:

- 2950 lbs. - 57 percent left, 50 percent rear.
- The car must be safe and legal to compete as per track safety rules. It must be free of any sharp edges and have straps on the bumper edges to ensure the bumper cannot be hooked. The frame must extend behind the center of the rear axle and must be factory in appearance and dimensions.
- Three links allowed.

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Sportsman or pro-stock factory front clip with fabricated chassis:

- 3100 lbs. - 57 percent left, 50 percent rear.
- These cars must have a factory front frame clip that is dimensionally unaltered. The clip may be clearanced for the fuel pump. The top of the front cross-member may be also be cut and boxed to allow for oil pan clearance.

- The lower a-arms must be stock and dimensionally equivalent to the factory arms (For example, the Camaro front clip must have lower a-arms the same length as it came with from the factory.) No ford lowers on Camaro clips. No offset bushings.
  - The steering system must have a factory type steering box (no racks), with an idler arm and center-link. Tie rods or rod ends may be used. No aluminum parts. Only adjusting sleeves may be aluminum.
  - The spindle must be a dimensionally correct to the factory specs. (No aftermarket spindles, Cast Iron OEM only) Holes may be drilled to allow installation of heim joints. Ball joint tapers may be changed. No mono-ball style ball joints.
  - 5 inch or larger coil springs must rest in the factory pocket in the lower a-arm.
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### **Fabricated front clip with fabricated chassis:**

- 3150 lbs. - 50 lbs in front of firewall, 57 percent left, 50 percent rear.
  - These cars must have a fabricated front frame clip that dimensionally matches the Camaro factory clip.
  - 25 lbs. of lead must be mounted to each front frame rail within 18 inches of the weight jack bolt to the rearward of the car. Weight must be easily removed for tech.
  - The lower a-arms must be stock and dimensionally equivalent to the factory arms (For example, the Camaro front clip must have lower a-arms the same length as it came with from the factory) No Ford lowers on Camaro clips. No offset bushings.
  - The steering system must have a factory type steering box (no racks), with an idler arm and center-link. Tie rods or rod ends may be used. No aluminum parts. Only adjusting sleeves may be aluminum.
  - The spindle must be a dimensionally correct to the factory specs. (No aftermarket spindles. Cast Iron OEM only) Holes may be drilled to allow installation of tie rod heim joints. Ball joint tapers may be changed. No mono-ball style ball joints.
  - 5 inches or larger coil springs must rest in the factory pocket in the lower a-arm.
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### **Front Suspension**

- 5 inch or larger coil.
- Stock OEM lower control arms (No Modification)

- **Stock steering box and idler arm.**
  - **Laser cut centerlink is ok.**
  - **Hiem or stock tie rod ends are ok.**
  - **Aluminum tie rod sleeves are ok.**
  - **Stock production steel spindles only.**
  - **Ball joint changes ok. No mono ball joints.**
  - **Steel bushings are ok. No heim ends on lower control arms.**
  - **Tubular uppers are ok.**
  - **Stock style 1 pc sway-bar only.**
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## **Rear Suspension**

- **Leaf springs, 3 link or truck arm allowed.**
  - **No spring links.**
  - **Rubber bushings/3rd link with rubber bushings ok. No springs or shocks may be used to control the torsional rear end housing movement. (No spring panhards or spring links)**
  - **Springs must be 5 inches or larger in diameter.**
  - **Shock mounted inside spring add 25lbs. (Springs must be 5 inches or greater)**
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## **Shocks**

- **\$150.00 claim rule per shock**
- **Must be a steel shock, non-adjustable. No user rebuildable shocks. QA1 shocks allowed.**
- **No aluminum parts on shocks**
- **Must be mounted directly to suspension. (No cantilever or linkage setups)**
- **Only 4 shocks on the car.**

## Brakes/Rotors/Hubs

- Must use a single piston cast iron/factory caliper.
  - No pump style recirculators, check valve style ok.
  - May use aftermarket hub, but must be steel.
  - Brake rotor/hub must be dimensionally equal in size and weight to available factory hub. Rotor diameter must not exceed 12 inches.
  - No curved vane rotors.
  - No wide five hubs.
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## Rear Ends

- Quick change, full floater, or factory differential. (Must have steel axle tubes **and steel axles** )
  - No aluminum carriers on the 9 inch rear ends.
  - Hubs may be steel or aluminum.
  - No traction devices allowed. Only open or spooled rear ends. (No gold track, Detroit locker, tru-tracs, etc.)
  - **No cambered rear end housings or bolt on rear hub snout.**
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## Chassis

**All measurements with driver in except roof height!**

**Roof height is a minimum of 47"**

- Minimum 4 inch frame height.
- Minimum wheelbase 104 1/2 inches.
- Driver structure must be constructed using .095 inch or thicker 1.75 inch diameter tubing.
- Frame rails must be made from 2x3 inch material. (Subject to tech)
- Top quality safety and fabrication techniques are expected.

- The track width must be no wider than 69 inches. (Center of front tire to center of front tire) If track width is 66.5 inches or less you may subtract 50 lbs. from total weight.
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## Transmissions/Clutches

- Standard transmissions require scattershield. Clutches - stock with steel flywheels and pressure plate. Must be a full diameter with no lightning holes. (Full diameter being a 10 1/2 inch clutch disk). **Steel scattershield** must have 3 inch x 4 inch inspection hole to view clutch.
  - Transmission must function in all gears and must be available or have been available from the factory. (No Brinn, Jerico, etc.)
  - Automatics must have a working torque converter.
  - No aluminum or carbon fiber drive shafts.
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## Wheels and Tires

- **Wheels - Steel wheels, 10 inch maximum.**
  - **Tires will be American Racers 10" slick 704 compound. The right side tires will be 27 x10's and left side tires can be 27 x 10 or 26.5 x 10 or 26 x 10.**
  - **No pressure relief valves permitted. - UPDATE 3/26/9 - Bleeders valves are allowed**
  - **Tire Purchase:**  
**Maximum four tire purchase rule per race day. Tires must be declared before afternoon practice session. You will be allowed to declare six tires per race day. No qualifying on sticker tires. Each car can only have six tires in their pits (4 on the car plus 2 spares). Tires will be marked and must be used for the entire event. There will be used tires available if you have a tire cut down. Two day events will use the same four tires for both days. The intention of this rule is to limit tire use on Katana events and allow cars to use their tires up at local events! No softener allowed.**
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## Engines

- **Engine - 365 cubic inch maximum. GM, FORD and DODGE crate engines may be used.**

- **No Titanium Parts with the exception of valve retainers and valve locks.**
- Heads, stock OEM heads, or listed aftermarket #'s. no porting, polishing or gasket matching allowed.
- Cylinder head #'s world products S/R torquer #042660, 042670, 042650, 042750, windsor jr #053030, **Ford 351N head**, Chrysler head P5007950 Pro top-line vortec #223 6494 083, #223 6494 906, RHS approved numbers are 12400, 12402, 12407, these heads are only allowed with 1:94 intake valve and 1:50 exhaust valve. Original GM vortec heads are allowed 2:02 intake valve and 1:60 exhaust valve.
- Four-barrel aluminum manifolds allowed.
- Two-barrel Holley 4412 carburetor. Base plate must match. Only choke plate may be removed, must have choke horn.
- As per carb tech sheet. If in doubt, have your carb pre-teched.
- No dry sumps or external wet sumps/pumps. **Ford engines allowed single stage external oil pump, must maintain wet sump oil pan.**
- Maximum 1 inch engine set back, #1 spark plug to lower ball joint.
- No roller cams. No mushroom lifters.
- 11:1 compression maximum.
- Cast iron production engine blocks only.
- Crank center height 11 inches.
- Engine must be within 1 inch of the frame centerline.
- CRATE ENGINES - GM sealed crate motor part #88958604 may be used with these spec parts only. **Contact Brian Poppe concerning FORD or DODGE crate engines!!!!** Schoenfeld 135VCM3 crate motor headers, Holley 0-80541-1 650cfm 4 bbl crate motor carb, Quarter master 5.5 V-drive clutch package with a reverse starter and aluminum bellhousing part #100-28590ZZ (No CARBON FIBRE CLUTCH PARTS). If the crate motor application is used it must use maximum 94 octane fuel with no additives and have a 6400 rev limiting chip. All automatic transmissions must have a working torque converter.
- **Crate motors will not be given a weight break! Must decide on either crate engine or 2 barrel engine at the beginning of the season. Not permitted to use both engine types throughout the season. Crate engine was brought in to help keep engine costs in line not to allow teams to take advantage of different engine package for different tracks.**
- **No Vacuum pumps permitted on either engine.**

- **All crate engines must use an OEM balancer.**
  - **All crate engines must use a 6400 RPM rev chip.**
  - **Crate engines (with carb) must have a dyno sheet from Richmond Engines prior to the first race with Katana Sportsman.**
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### **Carb Tech Sheet**

- **The carburetor rule is intended to allow all competitors to purchase a legal and competitive carb over the counter. Only minimal modifications are allowed to prepare this carb for oval racing. If your carb does not meet all of the specifications listed below, it is the responsibility of the driver or car owner to ensure the carb is legal.**
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### **Choke Horn**

- **Must be completely intact and untouched.**
  - **Choke plate, choke shaft and all other choke related linkages and components may be removed.**
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### **Air Bleeds**

- **Factory type air bleeds only.**
  - **No screw in air bleeds Main Venturi/booster Venturi.**
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### **Main Venturi/Booster Venturi**

- **No modifications to the main venturies or booster venturies.**
- **Booster venturi must be standard Holley airfoil type.**
- **Booster venturi must measure 0.385 +/- 0.010 ID.**
- **Booster venturi must measure 0.615 +/- 0.010 OD.**
- **Main venturi casting mark must be visible on apex of main venture.**

- **Must pass Holley venturi tool.**
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### **Carb Body**

- **Milling mating surface for metering block square ok.**
  - **No other milling, drilling or grinding allowed.**
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### **Throttle Plate/Base Plate**

- **Must be stock bore 1.6875 +/- 0.010.**
  - **Must have factory brass Phillips screws - untouched.**
  - **Swaged part of throttle plate screw must be intact.**
  - **Throttle shaft and plate combined thickness must be 0.200 +/- 0.010.**
  - **May have holes drilled in throttle plate.**
  - **Must pass Holley base plate tool.**
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### **Float Bowl**

- **Must have factory float bowl.**
  - **May use oval track float.**
  - **May use h/d needle and seat.**
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### **Metering Plate**

- **Must be factory production metering plate (no performance types).**
  - **No external mixture adjusters allowed.**
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## Jet Side

- 2 holes for jets only, no other modifications allowed.
  - Jets may be changed.
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## Power Valve Side

- May plug power valve.
- May change power valve.
- No grinding or modifying of metering plate.
- No extra holes allowed.
- No extra emulsion holes allowed in main well (only 4 factory holes TOTAL).
- SEE PICTURE FOR CLARIFICATION

\* If you have any questions, please check with the tech crew.

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## Noise Level - 95 decibels at 100 feet

- All cars must run mufflers.
- Exhaust must exit under vehicle behind driver's seat or through door or rear quarter with no sharp edges protruding, must have metal heat shield to protect fibreglass. (To Tech discretion)

Radios allowed. **One spotter per car to be in a designated area at each race track.**

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No exotic equipment and safety standards to meet requirements as deemed by officials.

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*No electronic traction control allowed - If found ALL points to date will be forfeited.*

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## **Bodies**

- **Bodies must be in good shape and condition.**
- **Composite bodies only, no carbon fiber bodies. Aluminum or steel doors ok.**
- **No down-force bodies.**
- **Front spoiler minimum 4 inch clearance - roof height minimum 47 inch driver out.**
- **MUST be free of sharp edges, or anything that may puncture a tire under close racing conditions.**
- **Bodies must resemble a factory silhouette. No wedge, homemade or radically altered bodies. No altering of body parts as supplied by body manufacturer. (Example - A five star fender should be unmodified and be a direct replacement on a Five Star body.)**
- **6 1/2 inch spoiler height, no wrap around spoiler, must not extend past the body.**

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**MUST BE A KATANA MEMBER IN GOOD STANDING AND  
A MEMBER WITH ONE OF PARTICIPATING THE RACETRACKS!!**

**Point Penalties or fines will be decided by infraction and the race directors  
and tech officials discretion.**