

TRADITIONAL SPORTSMAN DIVISION

The following is simply a brief outline of this division. For in depth info see the division rules found within the TECH INFO tab on the HOME page.

Open to any race teams, novice or skilled.
Chassis and body is Northeast Modified open wheel style cars.
Engine type is GM 602 Sealed Crate engine only.

Rules guidelines are 2016 DIRTcar Sportsman Rules. With the exception, anything listed in the Exclusive to Can Am Rules. These exceptions can be found within the TECH INFO tab on the HOME page.

With this division all cars having the same factory sealed 602 engines, the same tires and sizes in only the allowed positions, and principally the same shocks. This means, being all the cars are for the most part fairly equal. Therefore, the crew that maintains the most efficient setup, along with a capable driver will make the most noticeable difference.

**For inquiries regarding this division contact
Lloyd Larmon Chief Tech Inspector
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Chapman's Can Am Motorsports Park

2016 Traditional Sportsman Exclusive to Can Am Rules

10/23/15 (this version replaces all previous dated versions)
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OUTLINE

2016 DIRTcar Sportsman Rules apply with anything other than listed in these exclusive to Can Am rules.
DIRTcar Sportsman Rules & Bulletins <http://www.superdirtcarseries.com/rules-forms>
With all DIRTcar series events, all cars must conform 100% to DIRTcar rules.

POLICIES & PROCEDURES

RULE AMENDMENTS, Can Am maintains the authority to amend any section of these rules at any time.

INTERPRETATION OF RULES, all interpretations by the track officials are final. As a driver, crew member or owner you are responsible to know the track's position on all rules. Not knowing is no excuse! Can Am Speedway tech will be strictly enforcing these rules.

NO PENALIZING, if a car conforms to the rules that all are going by, passes any inspection by tech, I do not believe that any driver should be penalized for winning races. Therefore, there will be NO penalizing, such as, but not limited to, adding weight, to any rule legal car and or driver that gets around the track better than fellow competitors. But a bounty may be imposed on the driver.

CONFISCATE ENGINE, Chapman's Can Am Speedway and Motorsports Park reserves the right to confiscate for the purpose of an in depth inspection any engine 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).

STOPPED ON TRACK, at any time a car stops on the track or anywhere that may establish a dangerous condition (as determined by track officials) during any race event, whether involve in an accident, incident, breakdown, or any other reason. The driver must remain in the vehicle, with all safety equipment remaining in use until safety crew or track cleanup crew arrives on the scene. This of course unless there is a life threatening issue such as fire. Failure to adhere to this procedure rule may result in disqualification from the affected event along with denied racing privileges for the remainder of the effected event(s). Additional penalties may also be implied.

INSPECTION, any and all cars are subject to minor or thorough inspection upon arriving on Can Am Motorsports Park premises. Be prepared! 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.

SAFETY INSPECTIONS, are performed regularly regarding, but not limited to, all driver/car safety components must be up to date with no faults, all steering components must be firm with NO play any direction, no holes larger than 1' in firewalls or floor. Anything on car, bumper to bumper, deemed unsafe by tech officials will be final!

JACKSTAND POLICY, any car with one or more wheels jacked off the ground must have a jackstand substantially in place whenever being worked on.

DISALLOW ANY DRIVER/CREW/CAR, Can Am maintains the authority to disallow any driver/crew/car they consider unsuitable or under/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.

MAINTAIN A SAFE, ORGANIZED ATMOSPHERE, driver/crew, must maintain a safe, organized atmosphere at all times to preserve their safety as well as those around them.

SAFETY NOTE: All rules, policies, and procedures 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.

CAR SAFETY REQUIREMENT

All cars must meet the following requirements!

ADDED OR REMOVED MATERIAL, any material added or removed from car in the interest of safety will be strictly decided by the Officials to be legal or not.

BELTS (safety)-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.

HANS, HUTCHENS, and/or FACT SIMILARITY SAFETY RESTRAINT-recommended. *NOTE*: 25 lb. weight break with in use when in competition. Must be in place when crossing scales.

VISOR/SUN BLOCK-at top of windshield allowed, must not obstruct driver's vision in any direction.

DRIVER COMPARTMENT- Absolutely no sharp areas in driver area.

THROTTLE PEDAL LOOP-must have a steel toe loop security mounted on pedal.

THROTTLE RETURN SPRINGS-two throttle return springs mandatory, must be anchored in separate areas.

BRAKES-must operate properly upon inspection.

HOOD-no opening at rear of hood area that may allow engine parts, fire or anything else to reach driver. All cars must have the hood in place and securely fastened when starting their 1st lap of the race.

TIRES-all tires on car must pass safety inspection.

BALLAST (added) WEIGHT-75 lbs. maximum per bolt on (refer to minimum weight under misc section).

EXHAUST NOISE-any car considered to be producing unacceptable sound as determined by track officials will be dealt with.

RADIO-one way only radio (frequency 454.000) required. No system allowed of anyone other than track official communicating with driver during race event.

TRANSPONDER POLICY-required. Transponder required location-must be mounted on right side of car, 24" to the rear of axle housing (measured from center of axle housing to front edge of transponder).

SUSPENSION

SHOCKS: The DIRTcar shock sticker is not required. DIRTcar spec shocks are mandatory.

TIRES

Hoosier only. Along with the current DIRTcar Sportsman tire rule, as in the past, the current DIRTcar Modified tire rule will be allowed in the Sportsman Division, with weekly events. No mixing.

MINIMUM WEIGHT

DIRTcar minimum weights are 2400 steel wheels/2450 aluminum wheels. Exception at Can Am, 25 lb. weight break with each with Hans, Hutchens, and/or fact similarity safety restraint in use when in competition. Must be in place when crossing scales. But with all DIRTcar series events, all cars must conform 100% to DIRTcar minimum weight rules.

Added Weight, must be painted white with car number on it, 75 lbs. maximum per bolt on.

TECH INSPECTION & TECH AREA POLICIES AND PROCEDURES:

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

ONE PERSON ALLOWED IN TECH AREA, only driver will be allowed in tech area, driver must remain with car until otherwise instructed by official(s), a designated number of crew members will be allowed by tech officials IF and WHEN needed, as decided by officials.

HOOD OPENING, car hood cannot be opened/removed until allowed by tech official.

THOROUGH INSPECTION, take warning, always be prepared for a thorough inspection of your car! This could be in the form of a complete engine tear down! Failure to submit to any such demanded inspection will result in severe penalties. Car and or driver can be demanded any such inspection upon arriving on Chapman's Can Am Motorsports Park premises. Before and or after any event, any position, including DNF & DNS. Everything on car including driver must pass safety, as well as competition rules. Furthermore, 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.

INSPECTION ISSUE, in a track tech inspection situation if an issue should occur with obtaining utilizable results, whether resulting from tool failure or any other non-intentional means, the inspection may be terminated. Tech official will render the deciding factor in such an issue.

REFUSE A TECH INSPECTION, 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 procedure and or outcome regarding any tech inspection. As the driver you are responsible for the car you are driving to be conforming to the rules.

Verbal and or physical action directed toward officials or other racers will not be tolerated. The driver is and will be held accountable for any and all actions of his crew/owner, whether or not associated with car will be determined by officials. Any such issues arise, driver/car will be subjected to loosing Tech Area privileges. In the event of this the driver and car would be disqualified from the effected event, will lose all money and points earned in the effected event. Further discretionary action may be imposed.

Questions/input will be addressed as possible by the officials.

Always remember, the need to report to tech area suggests a high degree of accomplishment. Finish off earning your way to tech be being professional when you get there. If someone is badgering you, just remember, they are upset because you did it better than them.

DYNO TECH INSPECTION POLICIES AND PROCEDURES:

RANDOM SELECTED, throughout the season race teams will be randomly selected for a dyno inspection. Try not to look at this as being harassed or singled out. If you conform to the rules you have no reason to be concerned or get upset about. Something to always remember, the need to report to tech area suggests a high degree of accomplishment.

PULLING ENGINE, the team will be told to pull their finishing position engine. Engine pulling action must begin as soon team is notified, and engine must be in the possession of Chapman's Can Am Motorsports Park within 1 hour.

REFUSE DYNO INSPECTION, driver only can refuse the dyno test inspection. Refusing the dyno test inspection will result in the same penalties as found illegal, in the found illegal penalties section below.

FOUND ILLEGAL PENALTIES, any engine found to be illegal. The engine will be returned after the dyno test and immediately be classified as OPEN engine status, and from then on not be allowed Crate engine classification. Furthermore, engine must then conform to all OPEN engine specific rules. Other penalties may be assessed from DIRTcar also.

NOTE

Any tech inspection result 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 differently by person(s) other than Chapman's Can Am Tech will offer no proof of an incorrect decision. 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.

PROTEST POLICIES AND PROCEDURES:

Protest will be conducted per DIRTcar guidelines, with following exceptions.

CONDUCT THEMSELVES PROFESSIONALLY, all persons associated with both cars are expected to conduct themselves professionally. Any physical or verbal action against other racers or track officials will not be tolerated. The driver is and will be held accountable for any and all actions of his crew/owner, whether or not associated with car will be determined by officials.

ANTI TAMPER SEALED AREAS, No Can Am protest allowed requiring removal of any anti tamper seals. Any protest in these areas are per DIRTcar policy only.

TRACK SCALES, no protest allowed with track scales.

INSPECTION ISSUE, 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.

DISALLOW PROTEST, 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.

CAN AM ENGINE DYNO PROTEST

ENTERING PROTEST

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.

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 protest 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 and will forfeit the money and points for the affected event only.

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 member, 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 of car may be required before being allowed to enter back into competition at Can Am.

PROTEST AMOUNT AND ENGINE SUBMISSION

AMOUNT, \$1500 in money, plus finishing position engine immediately from driver & car *ENTERING* protest for dyno test at same time of driver and car *GETTING* protested engine dyno test. Both engines will be return after dyno test. See Found Illegal Penalties section below.

Money is only put up for the engine *getting* protested. No amount is for the engine entering protest. (\$1500 in levies. With any and all results, \$1000 is forfeited, \$500 is dyno cost and \$500 goes to the track.)

Results:

Engine *GETTING* protested dyno test

Found LEGAL: Driver/car *GETTING* protested receives the \$500.

Found ILLEGAL: Driver/car *ENTERING* protest is refunded the \$500. See found illegal penalties section below.

Engine *ENTERING* protest dyno test

Found LEGAL: Driver/car ENTERING protested receives no money.

Found ILLEGAL: Driver/car ENTERING protest receives no money. See found illegal penalties section below.
Engine *GETTING* protested receives no money with either results.

If BOTH are Found ILLEGAL: (See found illegal penalties section below)

Driver/car ENTERING protested receives NO money back.

Driver/car GETTING protested receives NO money.

FOUND ILLEGAL PENALTIES, any engine found to be illegal, driver/car will be fined \$1000. This \$1000 is assessed to driver and car, therefore until the fine is paid both driver and car will not be allowed to compete at Chapman's Can Am Motorsports Park. Additionally, driver will forfeit the affected event money and points as well as ALL points accumulated at the affected track. As aforementioned, not being the driver's regular car has no relationship to the procedure and or outcome regarding any protest inspection. As the driver you are responsible for the car you are driving to be conforming to the rules. The engine will immediately be classified as OPEN engine status, and from then on must conform to all OPEN engine specific rules. Other penalties may be assessed from DIRTcar also.

NOTE

Any protest inspection result 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 differently by person(s) other than Chapman's Can Am Tech will offer no proof of an incorrect decision. 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.

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