



2021 Mini Sportsman Rules

- The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.
- Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.
- Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate. All Discussions with officials must be conducted in a professional manor.
- Cars, parts and or equipment will not be considered as having been approved by having passed through inspection at any time or number of times unobserved or undetected.
- Any interpretation or deviation of these rules is left to the officials. Any decision of and by Speedway Officials is final.
- Unsportsmanlike-like conduct can carry a minimum \$100.00 fine and/or suspension. Any and all fines will be added to the point's fund at the end of the racing season.

\$50 per car fee for class to be paid by May 2021

SAFETY EQUIPMENT FOR DRIVERS:

1. No expressed or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence.

HELMETS:

1. MSRS requires that all drivers must wear a D.O.T approved racing type helmet, full face type with shield, anytime he/she is on the track for slow laps, practice or racing conditions. Drivers without a helmet meeting the above standards will not be permitted on the racetrack in a MSRS car. A helmet is designed to absorb energy once. If a significant impact has occurred to the helmet, it is highly recommended that it be replaced with a new one. Helmets are subject to inspection at each event, by the MSRS technical inspector or other MSRS official.

FIRE SUITS AND GLOVES:

1. All drivers must wear an SFI approved fire-retardant suit and gloves of Nomex or equivalent material any time they are on the track. A double layer or more is highly recommended. Fire suits and gloves must be labeled Flame Retardant and must be worn anytime they are on the track.
2. These items are not required but are highly recommended. An individual track or promoter may require some of these items.
 - a. Flame retardant underwear
 - b. Socks and shoes
 - c. Head sock

SAFETY HARNESS:

1. All cars must have an SFI approved type five or six-point racing harness three inches (3") wide that is equipped with a quick release buckle. Be sure to regularly check your safety belts for damage such as fraying, tearing, etc. If this should occur, the safety belts should be replaced immediately. MSRS endorses the belt manufacturer's recommendation that the belts be changed two (2) years after the date stamped on the SFI tag regardless of the number of times the car has been raced.
2. The safety belts are like a helmet, in that they are designed for protection in only one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make sure that your safety harness is totally secured and that you have pulled the straps as tight as possible anytime you drive the car.

FIRE EXTINGUISHER:

1. On-board fire extinguisher is mandatory for your safety. Fire extinguishers placed in the car must be in working order and cannot and will not be used for weight purposes and anyone found doing so will be penalized.

ROLL BAR PADDING:

1. Roll bar padding is mandatory on all exposed roll bars of the interior.

SEATS:

1. Factory race car seats are mandatory. The only modifications allowed are removal of left side rib protector to ease entering and departing car and the addition of lumbar supports.
2. No homemade seats will be permitted. All cars must have seats bolted to seat struts and bolted to bottom frame rail of the car. The center line of the MSRS seat must remain within 1 ½" of the center line of the car at the seat base.

NECK COLLARS:

1. All drivers must wear an SFI approved neck collar anytime he/she is on the track.

OTHER SUGGESTED SAFETY EQUIPMENT:

1. These items are not required but are highly recommended. An individual track or promoter may require some of these items.
 - a. Knee pads
 - b. Steering wheel pad

- c. Arm restraints and helmet restraints on seat
- d. Safety wire on body and other nuts and bolts throughout the car

GENERAL SPECIFICATION RULES:

1. All MSRS approved weighing, measuring and testing devices used by the MSRS officials are the standards for which will determine compliance with the rules and regulations. A competitor's equipment, gauge or instrument will have no bearing on the enforcement of these rules.

BODY:

1. AERODYNAMICS: Spoilers, air dams or other aerodynamic devices other than "stock" items are not permitted. Stock spoilers can be no more than eight inches (8") tall.
2. APPEARANCE: All competitors must present a neat, clean and stock appearing car for any MSRS competition. Crash damaged cars must be repaired to the minimum technical standards before returning to competition. A MSRS official may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above.
3. MSRS reserves the right to deny access in competition because of a sponsorship, advertisement, paint scheme and/or lettering on a car that is not in good "taste" or in the spirit of keeping this a family sport.

BODY COMPONENTS (PLASTIC AND FIBERGLASS):

1. All plastic and fiberglass body components must remain with the stock dimensions, thickness, location, and configurations as currently delivered by MSRS and may not be reinforced or intentionally lighten in any way. All body fasteners used shall be a button Allen head.
2. All plastic and fiberglass body components must be firmly attached to every MSRS car competing in any race.
3. Any MSRS car may be denied entry to start a race by a MSRS technical inspector if body components are not firmly attached.

NUMBERS:

1. The car must have numbers that are a minimum height of fourteen inches (14") on both doors and on the roof (roof number facing towards the inside of the track). The car number, minimum of three inches (3") tall must be on either the right or left side of the front of the car. If two drivers show up at the track with the same number, the number registered with MSRS will stand and the other participant must choose another number that is not taken. The size, color and style of numbers must always be adequate to permit prompt identification by track officials. Roof and door numbers must not slant more than thirty degrees (30°) from vertical.

SCOOPS AND DUCT WORK:

1. No scoops or duct work will be allowed. Fans may not be placed anywhere on the car.

WINDSHIELDS AND REAR SHIELDS:

1. All cars must have Lexan windshield, rear window, and quarter shields intact always. A MSRS car will not be allowed to participate without the shields in place.

ENGINE:

1. The Briggs and Stratton Vanguard 20HP engine is the only engine to be used.

If this rule book does not specifically say that you can change/modify/add something, then you must consider that the change/modification/addition is illegal. Any questions about the legality of a change/modification/addition not covered in this rule book must be answered by MSRS in writing and presented to the tech inspector upon request. If you have a request for a change/modification/addition, please contact MSRS before making the change/modification/addition.

Any car winning four races in a season may have his or her engine bought by another owner. The price of the engine will be at current retail value as determined by MSRS Officials. Any MSRS owner refusing to surrender his or her engine will not be able to race until it has been done.

Any car owner caught using any illegal engines or engine parts will lose all owner points and points fund monies for the year.

AIR FILTERS:

1. After market air filters are permitted. Air filters may not have the element removed, cut or tampered with to increase airflow in any manner. Air filters may not be soaked in any substance.

CARBURETORS:

1. The carburetors must remain stock as currently delivered with a stock small valve racing engine. Stock fuel jets must not be more than 0.039 (if our orifice bit fits into the jet you will be disqualified). Modifications of components to increase or restrict airflow (such as velocity stacks, heat deflector shields, internal modifications, etc., not listed above) are not permitted. The backfire baffle cannot be removed and must remain stock.

CLUTCH GEAR:

1. The "Premier and Noram 3-shoe, 4-cycle clutches" are the only clutches to be used in MSRS. The only changes permitted to the clutch are the number of teeth and the clutch springs. The clutch otherwise must remain in its stock configuration. No other modifications are permitted to the clutch. The clutch shoes must remain unaltered except for regular maintenance by sanding the shoe face. Certain racetracks may require a mandatory gear combination. No disc type clutches are allowed.

ENGINE LOCATION AND MOUNTING:

1. The engine must be bolted directly to the engine plate on the frame as specified by MSRS and remain in that location, no spacer or other forms of mounting other than stock will be permitted.

ENGINE REBUILDING:

1. Car owners may repair their own engines or have them repaired. Engine can be bored 0.20 over stock block bore (2.830"). No decked blocks or stroked engines will be allowed. Only stock small valve heads will be permitted (no porting, polishing, or angle valve jobs). Only stock flywheel and flywheel keys from "Performance V-Twin" or "600 Racing" can be used. No lightening of the flywheel is allowed. No 16 HP parts are allowed. Roller rockers are permitted.
2. Any engine not built and sealed by 600 Racing that dominates the field is subject to a complete inspection by a MSRS technical inspector. MSRS reserves the right to completely inspect all engine components for illegal parts. If motor is found legal MSRS will pay for the gasket set. Anyone refusing to have motor inspected will result in a fine, loss of points, or both.

EXHAUST SYSTEM:

1. Only steel header pipes with stock dimensions (outside 1 1/8", inside 1") with a minimum length of 24" can be used. Collectors and other 2 pipe to 1 pipe devices may be used after the required 24" minimum.

IGNITION SYSTEM:

1. The complete ignition/engine control system must be the original OEM part. All diodes must be the same part #692319 on all cars.

SPARK PLUGS:

1. Any after-market spark plug may be used.

REV BOXES:

1. Rev boxes must remain stock as currently delivered by MSRS and cannot be modified or tampered with in any way. Rev boxes must be purchased through the MSRS.

OIL ADDITIVES:

1. Any competitor caught using any of the following additives in the engine oil will result in an immediate disqualification and you will lose all owner points and points fund monies for the year. Hydrazine, Toluene, Trinitrotoluene, Dioxin, Propylene Oxide, Nitro propane or any additive determined by MSRS to be hazardous.

OIL CATCH CANS:

1. Oil catch cans are mandatory.

OIL CRANKCASE BREATHER:

1. This breather may not be evacuated through the exhaust pipe (header). There may not be any additional breather holes for the crankcase. (i.e., from the oil fill cap).

BRAKES:

1. The brake calipers and brake disc must remain stock, within the stock dimensions, stock thickness, location and configuration of the original, as currently delivered by MSRS. Brake pad may be replaced with any aftermarket brake pad. Brakes must be operable at all times. MSRS officials may test brakes at beginning of competition. (Brakes must hold car in place while being pushed manually)
2. Nylon, Steel or steel-braided brake lines are permitted. No brake lines may be disconnected or plugged at any time for competition.
3. The brake master cylinder must remain stock, within the stock dimensions, location and configurations as currently delivered by MSRS.

FRAME / CHASSIS**FRAME:**

1. Absolutely no modifications of the frame (including the roll cage) will be permitted unless otherwise noted in this rule-book. Any other requested chassis modifications or unusual repairs are only permitted with a letter from MSRS. A steel plate is mandatory under the driver's feet for safety. This plate should be welded in place on all four sides to keep driver's feet from falling out under the car and should be of 16-gauge steel or heavier.
2. It is highly recommended to have the frame checked periodically by an expert for metal fatigue. Cracked or broken frames are strictly prohibited from MSRS competition.
3. If the chassis should become severely damaged, replacement frames must be purchased through MSRS.
4. Front and rear frame horns may be replaced as long as they are replaced with the exact material (thickness included) that it is replacing and all pickup points must remain in the stock locations. The MSRS technical inspector reserves the right to disallow a repaired car from a MSRS competition that does not appear to be properly repaired. Once a frame is repaired from its original form MSRS and the technical inspector assume no liability for any injuries that may occur as a result of this repair regardless of the approval given to compete with that repaired frame.

AXLE:

1. The stock rear axle must remain within the stock dimensions.
 - a. Diameter 1 1/8" - 1 1/4"
 - b. Steel thickness 0.225" - 0.250" and with a maximum length of 44"

BOLTS AND FASTENERS:

1. Only equivalent stock or upgraded steel fasteners and bolts may be used on the MSRS race car. Fasteners may be drilled for safety wire but intentional weights saving modifications are not permitted.
2. Aluminum and titanium bolts are illegal.

BUMPERS:

1. The front and rear bumpers must remain within the stock dimensions, steel thickness, location and configuration as currently delivered by MSRS and may not be reinforced in any way.
2. Tie-wraps, safety wire, duct tape, etc. are not permitted to repair the front or rear bumpers at any time. A MSRS official or tech inspector will disqualify a driver after a race if the repaired bumper violates this rule.

PEDALS:

1. Competitors may change the location of gas and brake pedals within the cockpit (forward or backward) as long as they remain mounted the same as delivered by MSRS.

SPINDLES:

1. The spindles (and pickup points) must remain stock, within the stock dimensions, steel thickness, location and configurations as currently delivered by MSRS.

STEERING COLUMN:

1. The steering shaft or steering column bracket may be modified for driver's comfort or safety by altering the length of the shaft or by altering the steering column bracket that connects to the dash. Intentional lighting for weight saving measures is not permitted. Steering Shafts: Steering shafts must remain stock as currently delivered by MSRS and may not be reinforced in any way.

STEERING WHEELS:

1. Larger or smaller steel or aluminum steering wheels are permitted. Racing style quick release steering hubs are mandatory.

TIRES:

1. The (Goodyear Double Eagle 205/50 x 10 2 ply or 4 ply, Kenda 205/50 x 10, ITP 205/50 x 10, and Green Saver 205/50 x 10 are the only approved tires. Tires must not be shaved (cut down) or regrooved, and must remain stock in appearance except for normal wear.
2. It is prohibited to use traction compounds or any substance that might alter the physical properties of a tire as supplied by the manufacturer. Tire cleaners, shiners, tire softeners, track adhesives, brake fluid, diesel fuel, etc. will not be permitted.

WHEELS:

1. Wheels must be aluminum with a minimum of 0.06" thickness and a maximum wheel size of 10" x 8". Steel wheels cannot be used. Black Label Douglas or cast aluminum (ITP) wheels with 4 lugs are preferred.
2. Any steel or thin wall aluminum wheels currently being used shall be replaced if deemed unsafe for competition.

BATTERY:

1. A stock battery or one of very similar dimension and weight to the stock battery may be used. A top post or side post battery may be used. A battery box, terminal coverings and rubber padding around rear end is highly recommended. A battery shut off switch is optional.

CAR WEIGHT:

1. Minimum weight of car with driver is 825 pounds.
2. All cars are weighed with driver in car. Competitors will not be permitted to add fuel after an event to meet minimum weight.
3. Any car that wins three races in a row or places in five races in a row must add 25 pounds to the Post Tech weight of the car before the next race. If the car continues to dominate the field, another 25 pounds will be added.
4. This rule is to keep the entire field more competitive.

CHAIN GUIDE:

1. Chain guides are mandatory for all MSRS cars. The chain guide attaches to the sprocket on the axle, can be single or double sided. Aftermarket chain guides are permitted.

FUEL:

1. Only petroleum-based unleaded or leaded gasoline as defined by the American Society of Testing and Materials (ASTM) is permitted. The maximum octane to be used is 108. MSRS reserves the right to require all cars use the same brand and designated grade of gasoline in any given event.
2. MSRS can conduct laboratory analysis of fuels. Samples for lab analysis may be taken from a competitor's fuel tank at any time at the discretion of a MSRS technical inspector. Laboratory results will be the final determining factor of whether illegal performance additives are present in the fuel sample.
3. Fuel cooling devices of any kind are not permitted.
4. Any competitor (driver and/or owner) caught using any illegal fuel additives will lose all owner points and points fund monies for the year and will be liable for the cost of the lab test.

FUEL CELL:

1. The only MSRS approved fuel cell is the RCI-1032C. Fuel cells must be shielded between the roll cage and the tank itself. Shield should be a minimum of 16-gauge steel.
2. The MSRS Technical Inspector reserves the right to disallow a car from competition that does not appear to be safe, MSRS and technical inspectors assume no liability for any injuries that may occur as a result from relocating the fuel cell regardless of the approval given to compete in a MSRS event.
3. Fuel cells must be vented.
4. Fuel caps must be securely tightened.

FUEL FILTERS:

1. After-market fuel filters may be used. No glass fuel filters will be permitted.

FUEL PUMPS AND REGULATORS:

1. The fuel pump and regulator may be electric or vacuum.

FUEL SHUT OFF SWITCH:

1. A fuel shut-off is mandatory and must be placed between the fuel cell and engine within drivers reach.

MIRRORS:

1. Mirrors are allowed in a MSRS car, as long as they are mounted inside of the car and they do not stick out past the side edge of the car. They may be mounted to both sides of the car on the roll cage. Mirrors shall not exceed 24 square inches per side.

MOUNTING AND ADDING WEIGHT:

1. The blocks of lead must be bolted directly to the frame with a minimum (2) 3/8 grade 8 bolts with locked nuts. The weight must be mounted in the driver's compartment or in the side rails and not at the front end or at the rear end of the car.
2. If weight is to be added into the frame rails the ends of the frame rails must be secured. There is a 54% maximum left side weight plus or minus 0.5%. Weight may not be added using a fire extinguisher. If a fire extinguisher is present in the car it must have a pressure gauge and be functional. Weight must not be added to the front or rear bumpers of the cars, only to the side rails or in the driver's compartment.
3. All mounting of the weight is subject to approval by the MSRS technical inspectors.

RADIOS:

1. Radios are optional. No drivers or crew members are permitted to use radios for blocking of any kind and if it is determined you have been using them for blocking you will lose the use of your radios for the rest of the season.

SHEET METAL:

1. The minimum thickness of sheet metal is 0.036". The sheet metal may not be removed or altered in any way.

WEIGHT SAVINGS MEASURES:

1. Lightening "stock" components by shaving, milling, drilling or any other method is illegal. Any item on a MSRS car that is used (other than what is mentioned in the rules) as a weight saving method is considered illegal.

WHEELBASE:

1. All cars must compete with a 67" plus/minus ½" on either side. Front axle center line to rear axle center line is used to measure wheelbase. The measurement will be taken with the front and rear tires on one side in line with each other. To determine this, the measuring tool or tape measure must touch three points. These points are the front of the rear tire sidewall and the front and rear of the front tire sidewall. The measurement is then taken from the front edge of the front wheel to the front edge of the rear wheel. The process is the same when measuring wheelbase on the opposite side of the car.

TECHNICAL INSPECTORS RESERVE THE RIGHT TO:

1. Determine the timing and method cars are to be inspected and quantity of cars to be inspected.
2. To inspect any car at any time the car is on any given track property.
3. Impound for any length of time, any car or part for inspection.
4. Impound any car involved in any accidents or injuries.
5. Limit the number of people in any area where inspections are taking place.
6. Limit the number of people involved in a protest.
7. Tech inspector reserves the right to confiscate any parts deemed illegal.
8. The fact that an infraction has not been noted or discovered does not make it legal. All decisions made by Tech Officials are Final, but the Technical Inspector cannot change any existing rules without a vote from the members of the Association.

PRE-SEASON TECHNICAL INSPECTION:

1. All cars must go through a full technical inspection prior to racing in any MSRS event.
2. Preseason tech will take place on a minimum of two (2) dates prior to the start of the racing season. If you cannot make one of these dates, or you have a new car to register with the MSRS you must schedule a time for inspection with the Technical Inspector (at their convenience) for inspection of your car.

RACE EVENT TECHNICAL INSPECTION:

1. Technical inspection may occur before and/or after a race and will include but is not limited to checking rev limiters and brakes. MSRS Tech Officials may at their discretion check fuel, weight, or for any rule infraction before or after any race.
2. You must have enough fuel in your fuel cell after the race for the tester if fuel testing takes place or you will be disqualified.
3. You cannot add fuel after a race.

PROTEST:

1. The purpose of the protest is to provide a "safety value" to help keep the series competitive and to keep the cost of racing affordable. Only current owners of the MSRS cars may protest a component. Any specific components of a competitor's car may be protested by any owner in that feature after the race in the amount designated in terms of cash or certified check.
2. The protest and full payment (in cash or certified check) must be presented to the MSRS Tech inspector no later than the start of tech after the race. Once a protest is made, it may not be withdrawn. All purse and points will be distributed after a decision on the protest has been made. Tech inspectors will not accept verbal protest or protest in which the required protest fee does not accompany. A protest must and will be put in writing by the protester.
3. The protested component will be removed if needed from the car, made available for inspection by the protesting owner and delivered to a MSRS tech inspector for inspection. The following people will be permitted to be present at the protest site, MSRS tech officials, the protesting owner, the protested owner and crew and a speedway management representative. If a decision at the track cannot be made, then the component will be sent to an authorized agent MSRS for a final decision on legality. On a protest, it is the protested owners' duty to prove his legality, not the MSRS tech officials or protesters' owner duty to prove the violation.

ILLEGAL CARS OR COMPONENTS:

1. After inspection, if the protested component is found illegal, the owner of the car will be disqualified from that event, forfeit all prizes and points earned at the event and may face possibility of more penalties at the discretion of MSRS Officials.
2. The protest money will be returned to the team filing the protest. The owner who was found illegal will be responsible for inspection fees and shipping charges if needed.

REFUSAL OF A PROTEST:

1. If the owner of the protested car does not allow inspection under these terms, he or she will be disqualified, forfeit all points, purse monies, prizes and awards earned at that event and possibly suffer more penalties as determined by MSRS Officials. The car will also be suspended from competition.

COST OF PROTEST:

- a. WEIGHT \$150.00
- b. FUEL \$150.00
- c. CARBURETOR \$150.00
- d. TIRES \$150.00
- e. ENGINE* \$350.00

*Head, side plate and carburetor will be removed.

Anyone caught using illegal items or cheating in any way will result in an immediate disqualification and you will lose all owner points and points fund monies for that event.