



### **GRIT RACING SERIES MISSION STATEMENT**

The GRIT Racing Series™ is dedicated to drivers of the 602 Crate Sportsman Modified divisions. It is designed to offer decent paying races, while keeping the costs of a touring series minimal as possible. GRIT Racing Series™ creators Dick and Nicholas Stark believe in the 602 Crate Sportsman Modifieds, which led them to create a series that includes a set of rules that are simplified, yet direct. Competitors of the GRIT Racing Series™ can count on fairness, equality, organization, enforced series rules, fair judgment, sound paying events, and competitive balance. Remember, racing isn't always pretty cars, shiny hardware, or a prime time spotlight. It's about dirt track racing outlaws who strap into their steel horses slinging flesh and metal sideways at speeds that would send some of the wildest men home in fear. If someone wants to be a series champion they need; no they must possess GRIT.

### **SERIES SCHEDULE & TRACKS**

GRIT Racing Series™ schedule is determined prior to each racing series. It may or may not include some of the same venues and or new venues as the previous year. Each track that participates in the GRIT Racing Series has dedicated time, money, and interest in making the series a success, while at the same time offering their weekly competitors a chance at championship point fun money. Competitors of the GRIT Racing Series™ are expected to conduct themselves in a professional manner at each track showing respect to not only GRIT officials, but also track officials and regulars alike.

### **RACING PROCEDURES/FORMATS**

- A) While GRIT Racing Series™ reserves the right to consult on formats for each series event with track officials, all tracks are unique. This will result in some differences in qualifying formats and or procedures. Whether it be a draw or time trials, every driver has an equal opportunity to qualify for the feature event through heat races and consolations.
  
- B) A-Main or 'Feature Events' differ in length. GRIT Series races may range from 20 Laps to 100 Laps. No GRIT Series Feature Event Race will exceed 100 Laps in length.
  
- C) All scoring is done via the transponder system and track scorer at each different track the series visits. We (GRIT) trust in their decisions during the course of the racing events and ask drivers/crews show the same respect. The tracks finish/scoring is final. If a concern arises in regards to a finishing position for series points, please address it to GRIT series officials for review.

- D) If a driver for any reason needs to change to a backup and/or another car after being qualified for the 'Feature Event' they MUST start at the rear of the field. No exceptions even if said driver is in the redraw starting positions.
- E) ALL GRIT Racing Series™ events will have a redraw for A-Main or 'Feature Event' starting positions based on a set number of qualified cars from heat races only. For example if 50 cars are on hand, 5 heats of 10, top 3 qualify from each heat, top 2 will redraw for starting positions in the 'Feature Event' or A-Main. The redraw is the one consistent in format/procedure GRIT will assure its competitors of.
- F) All track scales are official. Do not question the maybe; make sure you're of legal weight by each tracks scales.
- G) Post Race Inspection will be done by each tracks officials and tech crew. GRIT does however reserve the right to consult on at least 2 things additional to each tracks tech the series would like checked providing the track hasn't already decided to check the same. GRIT will work with the tracks to ensure competitive balance and that the rules set forth are enforced the best ways possible. We (GRIT) expect all series competitors to have respect and conduct themselves professionally while interacting with each tracks tech officials.
- H) Payoff and all paid purses will be distributed by the TRACK to driver, car owner, or designated car owner's representative and signed for. GRIT officials at the Pit Shack will distribute any additional monies and/or contingencies earned from the GRIT Racing Series™ during or after the conclusion of each series event. (Lap Money, gift certificates, bonus money etc.)

## **PROTESTS**

- A) Protest fee(s) will be based on the part being protested with the exception of major components such as Engine, transmission, rear end, and fuel cell. To protest any of those it's a flat \$500. The fee(s) to protest any other part will depend on the part in question. EXAMPLE: If a driver protests another's shocks, the fee is \$150 for the shock in question, \$25 GRIT Racing Series™ Protest Filing Fee. To protest fuel the fee is a flat rate of \$150.
- B) Only a driver, car owner, or designated representative of any car owner may protest another racecar's parts/components.
- C) Only cars finishing on the lead lap may protest another. Also only cars finishing in the top 10 positions can be protested. Top 5 preferred, rest of top 10 at GRIT Racing Series™ officials' discretion.
- D) Any non-compliance or refusal of inspection during an official GRIT Racing Series™ protest will result in a disqualification of the protested racecar. GRIT officials will determine penalty based off failed inspection.

- E) Protests can only be completed based on the above-mentioned guidelines and/or what the track has time or capabilities of completing. Please be understanding in all protest rules and guidelines.

**PENALTIES & FINES**

- A) All drivers, crews, owners, and fans are expected to conduct themselves in a respectful and professional manner. As enthusiasts everyone enjoys dirt track racing with passion like no other sport. GRIT encourages individualism and passion, however when the situation arises where professionalism is required, it is expected.
- B) Any physical and/or verbal abuse to any GRIT Racing Series™ official, Track Official, or fellow competitors/teams/owners/fans by any one team can result in penalties including and up to fines and suspensions.
- C) If a driver is disqualified for either technical or behavioral issues, then they will receive no pay or points for the evening. The start will ALSO not be credited towards required attendance.
- D) Any behavior detrimental to the GRIT Racing Series™, the tracks we visit, or sponsors/partners can result in penalties including and up to fines and suspensions.
- E) Any driver who takes part in on track retaliation, rough driving, or physical/verbal altercations prior to or post event can result in penalties including and up to fines and suspensions.
- F) GRIT is aware no one person can be directly responsible for another's actions, however the actions of others representing a driver or his/her team can be interpreted as representation of said team. This can result in penalties including and up to fines and suspensions.
- G) Any technical rule violation can result in penalties including and up to fines and suspensions. GRIT Racing Series™ officials will determine proper penalties, fines, point deductions, etc. based on the severity of the penalty. GRIT reserves the right to impose any penalties to fit the violations.
- H) Fines range from minimum \$50 to maximum \$500. If a driver is fined said driver couldn't compete for GRIT Racing Series™ Points until imposed fine is paid in full.
- I) Suspensions handed down to any driver, crewmember, or owner must be served in full prior to returning to GRIT Racing Series™ events for money and/or points.
- J) Any fines handed down and left unpaid or outstanding can/will be taken from GRIT Racing Series™ Point Fund monies.
- K) All drivers, crew members, owners, fans of each team understands fully how to conduct themselves in a positive and productive manner. GRIT encourages all to be passionate, but reasonable. Involved, but educated. Most importantly have fun, but remain professional when the situation requires.

**POINTS BREAKDOWN**

Series	Series	Heat Race
Events	Events	Bonus Pts.
1) 30	13) 17	1) 1

- |        |        |
|--------|--------|
| 2) 28  | 14) 16 |
| 3) 27  | 15) 15 |
| 4) 26  | 16) 14 |
| 5) 25  | 17) 13 |
| 6) 24  | 18) 12 |
| 7) 23  | 19) 11 |
| 8) 22  | 20) 10 |
| 9) 21  | 21) 10 |
| 10) 20 | 22) 10 |
| 11) 19 | 23) 10 |
| 12) 18 | 24) 10 |

\*All Non Qualifiers or Any Other Finisher 5 Pts\*

- A) Points will be awarded per GRIT Racing Series™ event to all drivers starting in the A-Main or ‘Feature’ Event. Those who do not qualify position will receive 5 points.
- B) Heat race bonus points will be awarded to the top finisher in each heat race at all GRIT Racing Series™ events.
- C) If you have any questions, concerns, or feedback about the GRIT Racing Series™ points distribution please direct them to a GRIT Racing Series Official where they are happy to explain and help.
- D) If the quantity of cars meets or exceeds 35 entries, the entire field will be awarded bonus points based off the total amount, at a rate of 5 points per 5 cars above 30. (IE: 35 cars – 5 points, 40 cars – 10 points, 45 cars – 15 points, etc.)

## ENGINES

- A) GM (General Motors) Crate Engine part number 88958602/19258602 is the ONLY crate engines allowed on the GRIT Racing Series™ Tour.
- B) The crate engine and all it’s components must remain in their stock location/configuration as purchased/delivered OEM from the factory. Any engine alterations will not be permitted, as the engine must remain as manufactured by GM. 4” inch stock bore. Overbore(s) are not permitted, however sleeve repair is permitted BUT keep in mind when done, the bore cannot be more than 4” inches.
- C) The GM 602 Crate Engine comes with factory seals. The factory seals must remain in place unaltered and as originally manufactured. Factory GM seals should not be tampered, modified, or removed. The crate engine comes this way for a reason and should not be altered in any way.
- D) GM Crate Engines come with factory seals (bolts normally) that must remain unaltered. If the GM seals/bolts are altered in any way showing tampered with, the driver is possibly subject to immediate disqualification and/or suspension from any GRIT Racing Series™ events.
- E) IF the GM 602 Crate Engine has been opened up for ANY REASON and either doesn’t have seals or has an engine builders seal, the driver MUST provide the following information ON THE SPOT AT THE TIME OF INSPECTION: Name of engine builder that opened it, what was done to the engine by engine builder,



contact information to engine builder that opened it, and paperwork from engine builder showing what was done to the engine to freshen, replace part, sleeve work, etc. If this information is not provided ON THE SPOT, driver is subject to disqualification from the event, monies, and can face up to and including suspension/fines by GRIT Racing Series™.

- F) ALL engine repairs should be done using ONLY GM 602 CRATE ENGINE REPLACEMENT PARTS.
- G) ANY and ALL parts used during repair even including gasket repair kits MUST be stock OEM GM Performance 602 Crate Engine specific replacement parts. When the replacement parts are purchased we (GRIT) suggest you (driver/engine builder) obtain receipt(s) from the GM Performance dealer or parts department they are purchased from. They can then be presented to GRIT Racing Series™ officials upon request.
- H) Valves may be lapped (process to allow the valves to mesh or seat better), however further valve work or ‘valve jobs’ are not permitted.
- I) No machine work is permitted to the cylinder heads. If the cylinder head requires any sort of resurfacing or valve seats, a new cylinder head may be required. (Please note: If for any reason repairs are needed to the GM 602 Crate Engine in regards to ANY sort of cleanup to make the head set flush or ‘True’ on the block, please contact GRIT Racing Series™ officials prior to the work being done to verify it will be permitted under series rules via tolerance. As a driver you may also want to be in contact with your local track as well.)
- J) Any altering, polishing, blasting etc. to the intake manifold and/or cylinder heads is not permitted.
- K) The distributor must remain factory stock as manufactured by GM for the 602 Crate Motor. The distributor advance curve must also remain stock. No welding solid.
- L) ANY AND ALL engine repair work MUST be documented, retained, and turned in to GRIT Racing Series™ officials to be entered in the engine maintenance database. Also keep in mind, ANY AND ALL engine repair if deemed necessary should be resealed by engine builder! There is no reason to not have seals on a GM 602 Crate motor of some sort. If there is any question, DO NOT HESITATE TO ASK FIRST.
- M) GRIT Racing Series™ reserves the right to request further technical inspection by track officials and/or via assistance from appointed GRIT Racing Series™ tech inspectors on an alternate or neutral site.
- N) GM 602 Crate Motors are intended as a cost effective engine package for the Sportsman Modified division. It provides an affordable racing program for teams to avoid unnecessary additional costs via rebuilding, balancing, porting, polishing, and other bells & whistles more suited for 358 Modified competition, not Sportsman competition. Maintaining the integrity of the GM 602 Crate Sportsman engine program is our goal with the rules set within. No alterations, modifications, balancing, polishing, machine work, blue printing, or any alteration to improve a drivers competitive edge is a clear violation of the rules and integrity of the GM 602 Crate Engine and will be dealt with swiftly and with penalty.

- O) Final judgment and/or decision of a driver's legality according to GRIT Racing Series™ rules will be at the discretion of GRIT Racing Series™ officials.

### **CARBURETOR/AIR CLEANER**

- A) Holley 650 cfm carburetor part number 4777 or 80777 is legal. The carburetor must have the stock venturi and throttle bore dimensions. It must maintain all stock dimensions including mounting and stud location on the intake manifold. Booster heights must remain stock OEM from Holley. Cutting, tumbling, and/or polishing are not permitted, as it must remain stock OEM from Holley. Any visible clear modifications to gain competitive advantage that are not stated within the rules will not be permitted. Maximum height of carburetor measured from bottom of carburetor (throttle plate) to horizontal surface of the block must be 7" inches in both front and back of block. Only a single unaltered square hole/opening carburetor spacer plate with a maximum thickness of 1 1/8" inches with gasket is permitted. NO tapering, machine work, or any other alteration to the spacer plate is legal. **THE FOLLOWING ALTERATIONS/WORK MAY BE DONE:** Drilling holes in the throttle plate to help proper idle. Drilling, plugging, or taping of any unused vacuum ports. Welding of throttle shaft to linkage arm. Choke plate and shaft may be removed. Center carburetor body metering block surface may be milled no more than .015" on each side. Idle and/or high-speed air correction jets may be drilled. Jets may also be changed as needed or preferred. **NOTE: The gauge measurement or go/no-go gauge must be met and pass at all times regardless of the carburetor temperature.**
- B) Holley 650 cfm HP 80541-1 carburetor is also legal. The carburetor must maintain all stock dimensions/measurements including mounting and stud location on the intake manifold. Only specified Holley replacement parts for the HP carburetor may be used for any adjustments or repair. You may adjust the jets, bleeds, needle, seat, emulsion bleeds, power valves, accelerator pumps, accelerator pump cam, and nozzles. Alterations of the carburetor, its parts, or any machining/reshaping are not permitted. Coatings of any kind or epoxy are not permitted. Only a single unaltered square hole/opening carburetor spacer plate with a maximum thickness of 1 1/8" inches with gasket is permitted. NO tapering, machine work, or any other alteration to the spacer plate is legal. **NOTE: The gauge measurement or go/no-go gauge must be met and pass at all times regardless of the carburetor temperature.**
- C) One standard round type air cleaner is permitted. Any air cleaner that provides ventilation through the top cover (such as the K&N style air cleaner) is permitted. Any ram air or tin that directs the flow of air directly to the air cleaner above and beyond the normal manufactured fiberglass hood piece is not permitted. The air cleaner must remain in place when the hood is removed. If the air cleaner has to be removed to remove any piece/part of the hood or tinwork it's not legal. Any inserts or other devices that flow air directly to the carburetor or the air intake is not permitted. No air diffusers.

## **IGNITION/REV BOXES**

- A) Only stock OEM distributors as manufactured by GM for the 602 Crate Engine are permitted. The distributor must maintain the factory stock mechanical advance curve according to OEM specifications. Any alterations and/or adjustments are not permitted.
- B) Only stock OEM H.E.I. ignition coils are permitted. No trigger or crank trigger type ignitions are permitted. ONLY stock OEM H.E.I. replacement ignition coils are permitted. NO AFTERMARKET. The ignition must be mechanically driven and remain in the stock location.
- C) Only one standard sized 12-volt battery with top or side mounted terminals is permitted. Any step up transformers or devices designed to increase voltage are not permitted. The battery voltage must not measure more than 14.3 volts if checked.
- D) OEM stock GM 602 Crate Engine firing order (which is 18436572) is required on all engines.
- E) IF YOU HAVE A REV BOX it must be unaltered and working. The MSD rev box part number 87286 or 8727CT must be mounted under the hood out of the reach of the driver and easily accessible for inspection. Please make sure the black wire is grounded to the motor and when the hood is removed the rev box should be clearly visible and not hidden/covered. It MUST BE operational prior to and after each GRIT Racing Series™ event with a maximum 6600 chip (6600 RPM). Rev boxes with the RPM limiting chip can and will be inspected and again MUST BE UNALTERED IN ANY WAY WITH A MAX 6600 RMP CHIP OPERATIONAL IF MOUNTED IN THE CAR. No exceptions.
- F) Gear rule may come into play at participating facilities on the 2015 schedule. If a facility DOES have a gear rule in place, that gear rule will be implemented for that particular event. If a track does NOT have a gear rule, rev boxes with a max 6600 chip or no box at all are permitted (driver's discretion).
- G) Traction control or braking devices that control traction of any kind are not legal.

## **EXHAUST/MUFFLER SYSTEMS**

- A) Any steel exhaust header is permitted, but can't exceed 1 5/8" inches in outside diameter from the head flange to the collector. No Tri-Y, stepped, ceramic, coated, or stainless steel headers and/or collectors permitted. In the case that a track does not have a weekly exhaust rule, GRIT officials will allow track regulars to compete in the GRIT event.
- B) Must have just one noise reduction muffler per side. Suggested mufflers (but not mandatory) include Dynomax (part# 17223 or 17296), Extreme (part# 31530 or 31230), or Beyea (part# MUF3DM). Other mufflers such as Henry's Stainless Steel are legal.
- C) Header collector extension pipe, tail pipe, curves, and tips, may be stainless steel (Henry's Stainless Steel Exhaust) and exit the racecar past the driver and rear tires.

## **OIL COOLER/OILING SYSTEMS/ENGINE COOLING**

- A) The GM 602 Crate Engine comes with break off sealed bolts on the oil pan. In the event they need to be removed due to repair/damage where the repair is LESS than overall replacement the following rules apply. Only one single wet sump oil pump is allowed. Only stock steel replacement oil pans should be in place, if needed to be replaced only OEM Stock GM performance 602 Crate Motor replacement pan may be used.
- B) Dry sump oil systems, external type oil pumps, vacuum pumps, and accu sumps are not allowed. Engine evacuation systems by either internal or external driven pumps by exhaust system or valve covers, intake manifold, or oil pan are not allowed.
- C) Oil coolers are permitted.
- D) Only cast iron water pumps are allowed.
- E) Only one brass and/or aluminum radiator is permitted.
- F) Cooling fan for the radiator must be mounted in the stock OEM location on the front of the cast iron water pump. No mounting the fan to the crankshaft is permitted. Electric water pumps or cooling fans are not allowed.

#### **DRIVESHAFT/REAR END/AXLES**

- A) Only steel magnetic drive shafts are legal. No titanium or aluminum drive shafts are permitted. Only steel drive shaft yokes or driveline components are legal. ABSOLUTELY no titanium or aluminum drive shafts, yokes, or components are permitted.
- B) Competition type manufactured quick-change 8 bolt, wide 5, or smart tube style rear ends only. Live rear ends with aluminum or steel tubes are permitted. No open tube rears are permitted. Only full size competition manufactured type rear ends are permitted meaning no miniature rear end housings are allowed. All rear end components, ring & pinion, gears, and any other components must be specific in size to the rear end manufacturer. A minimum of 8" inch diameter ring gear is permitted and mandatory.
- C) Titanium axles are NOT legal or permitted. Any other titanium drive shaft, rear end, axles, or components of the rear are not permitted.
- D) No limited slip rear ends, locker rear ends, slip hubs, or ratcheting drive flanges are allowed.

#### **FRONT END**

- A) Only strait one-piece steel tubing from axle with no camber adjustments permitted. No split axles or drop axles allowed.
- B) All brackets on the front axle must be bolted or welded solid. No birdcages or sliders allowed on the front axle. Kingpin type axles only.

#### **SHOCKS/SPRINGS/SUSPENSION**

- A) No independent front or rear suspension, A-Frames, ball joints, cantilever, electric or pneumatic devices, computer data aided devices, 4 wheel steering/drive, or traction control devices of any kind are permitted on the suspension.



- B) The only inboard adjustment permitted is the brake bias. Only one spring per shock.
- C) Any type and/or form of spring will be permitted (torsion bar or coil spring). One per corner, no helper springs will be permitted
- D) Stacked coils and spring rubbers of any type are not allowed in the sportsman division. No progressive springs allowed. A maximum of one 2 ¼ inch high foam type rubber (no neoprene) will be allowed to stop bottoming of shock.
- E) C. Only one take up spring allowed per corner. Maximum rate 5lbs.

### **FUEL**

- A) Absolutely no oxygenated fuels permitted.
- B) Sunoco 110 and/or max 94-octane pump fuel is permitted. No mixing of fuels with different octane.
- C) No methanol, alcohol, nitrous oxide, nitro-methane, or propylene oxide fuels are permitted or legal. Fuel may be subject to inspection and/or testing at ANY time.
- D) GRIT racers MUST display the official Sunoco decals to be eligible for point monies and giveaways

### **FUEL CELLS**

- A) A racing fuel cell is mandatory with a maximum fuel volume of 24.5 gallons.
- B) Fuel cell must be a minimum of 12” inches from the ground and be centered in the frame rails. No offsetting.
- C) The fuel cell must be completely enclosed in a steel fuel cell container with a minimum gauge of 20.
- D) Aluminum fuel cell containers are also allowed, but must be at least .060” minimum thickness.
- E) The fuel cell must be fully foamed inside with a minimal cut out for the filler.
- F) Fuel cell must be mounted securely by at least 2 steel straps.

### **BODYS/BUMPERS**

- A) Traditional Sportsman body rules in effect. No exotic large doors or window panels permitted. Please use the DIRTcar Sportsman body rules for guidelines if unaware what is or is not legal.
- B) Traditional bumpers/rub rails in effect. Bicknell, Teo, HigFab, etc. all make bumpers/rub rails along with speed shops. Utilize their products. No exotic or outrageous bumpers/rub rails permitted. (GRIT Racing Series™ officials reserve the right to reject any body and/or bumper/rub rail deemed above and beyond normal.)

### **WHEELBASE/TREAD WIDTH**

- A) Front-end width (tread width) must be minimum 74” inches with a maximum of 86” inches measured from the outside edge of the sidewall of tires on each side.
- B) Rear-end width (tread width) must be minimum 74” inches with a maximum of 86” inches measured from the outside of the sidewall of tires on each side.
- C) Wheelbase must be a minimum of 106” inches with a maximum of 110” inches measured from the tire wall at center hub location with a ½” tolerance.

### WHEELS/TIRES

- A) Any Sportsman/Modified type American Racer or Hoosier tire is legal. NO late model tires, no block pattern tires, no 49 AR compound. For American Racer events, all 4 tires MUST be American Racers. For Hoosier events, all 4 tires MUST be Hoosier.
- B) No left rear on the right rear or left rear on the right front etc.
- C) Chemical alteration of any tire is not legal or permitted. Tire siping, grooving, or grinding is permitted. Tires can be subject for inspection/testing at ANY time.
- D) Heating the tires by torch, heating blanket, or any heating devices is not permitted.

### WEIGHTS/WHEEL COMBINATIONS

- A) Aluminum/Steel Wheels – GM 602 Crate Engine cars running Aluminum wheels must weigh a MINIMUM of 2400 lbs.
- B) No mixing and matching wheels for weight. No putting one steel wheel with 3 aluminum wheels to weigh steel wheel weight. If the situation comes about there is no option but to mix, you will automatically be required to weigh the 2400 lbs. Suggestion to borrow another aluminum wheel.
- C) KEEP IN MIND all track scales are official. Make sure weight is made at each track's scale.

### CONCLUSION

Any successful organization has to have guidelines and/or rules. GRIT Racing Series™ has set forth a set of rules to help with competitive balance, while respecting the subtle differences in the tracks visited. There are many rules that coincide with tracks the GRIT Racing Series™ will attend, while there are many that are series specific. Please understand the rules and/or guidelines are in place to keep the 602 Crate Sportsman division cost effective and balanced for all competitors.

Remember 3 things about rules: 1) Just because it isn't listed, doesn't make it legal. 2) If you are unsure of the interpretation, ask. 3) There is no 'what if' section in any rulebook. Rules are subject to change for the betterment of the sport. Good luck to all drivers contending for the GRIT Racing Series™ championships, as we'll see you at the track.

**NOTE: DIRTcar Racing and their rules have been governing the Northeast for many years. While the GRIT Racing Series™ rules may be a bit different in places, DIRTcar rules have influenced guidelines and/or rules overall. GRIT Racing Series™ respects what they have built over years of dedication to dirt track racing, which is also an inspired GRIT goal down the road. GRIT Racing Series™ is not here to compete, but to co-exist as premiere dirt track racing series for the GM 602 Crate Engine Sportsman Modified division.**

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