

Sportsman Entry (SE) Class Rules

RULE 55 – SPORTSMAN ENTRY (SE) CLASS

SE (Sportsman Entry) is an entry level class intended to promote a fun , affordable class with a maximum speed of 85 mph using only GM cast iron small block and cast iron heads derived from passenger or truck model vehicles., and abiding by inboard runabout & safety rules

55.1 General Rules

55.1.1 A prop shaft release is recommended but not required

55.1.2 Maximum speed of 85 mph is allowed.

55.1.2.1 Starts may be either clock start or flag start. For flag start lane selection shall be by draw.

55.1.2.2 A GPS may be run in a heat of racing to determine speeds that may require the use of a restrictor plate.

55.1.2.3 Because this is a speed limited class, there shall be no competition or kilo records kept.

55.1.3 Minimum length of an SE hull is 16 feet.

55.1.4 Minimum width of a SE hull is 72 inches.

55.1.5 Hulls under these minimums which competed in an older racing class are to be grandfathered. Contact the Class Chairman for confirmation.

55.1.6 Minimum, weight, including driver and safety equipment shall be 1850 pounds weighed immediately after a heat of racing, after draining the hull of water.

55.1.7 If a hull with a safety capsule participates, it must start and race from the outside.

55.1.8 SE boats are to run with only two bladed propellers.

55.2 Hull Configuration

55.2.1 The hull must conform to the flatbottom hull requirements as specified in the Technical Manual for the Inspection of Racing Runabouts. Non-current hulls which do not conform to these specifications may be exempted by petition to the Class Chairman.

55.3 Engine

55.3.1 General Notes

55.3.1.1 No titanium engine parts are allowed.

55.3.2 Block Assembly. Any GM cast iron small block engine block designed for general automotive or truck use may be used.

55.3.3 Bore and Stroke. Maximum Bore x Stroke is 4.065" x 3.500"

55.3.4 Crankshaft. Any aftermarket crankshaft may be used.

55.3.5 Pistons.

55.3.5.1 Only flat top pistons with valve relief(s) are permitted.

55.3.5.2 Any aftermarket pistons may be used..

55.3.6 Connecting Rods. Any aftermarket steel connecting rods may be used.

55.3.7 Cylinder Heads.

55.3.7.1 Only stock GM cylinder heads with in-line valves may be used.

55.3.7.2 No porting, polishing, or grinding is permitted in ports or combustion chambers.

55.3.7.3 Heads shall have a maximum intake runner volume of 170 cc

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55.3.7.4 Combustion chamber volume using compressed gaskets and deck height shall meet the following values:

Compressed Gasket and Deck Height in Inches	Minimum Volume in cc's
0.085"	64 cc
0.070"	68 cc
0.055"	72 cc
0.040"	76 cc

55.3.8 Camshaft and Valve Train

55.3.8.1 Camshafts.

55.3.8.1.1 Only flat tappet camshaft and lifters may be used.

55.3.8.1.2 Either hydraulic or mechanical lifters with a maximum diameter of 0.843" may be used.

55.3.8.1.3 Maximum lift, measured at the valve, shall not exceed 0.450".

55.3.8.2 Timing Chain. Use of any chain set or gear drive of dual idler design only is permitted.

55.3.8.3 Valves.

55.3.8.3.1 All steel or stainless steel valves with a minimum valve stem diameter of 11/32" with a minimum 0.340/0.341 stem diameter

55.3.8.3.2 Maximum diameter of intake valve is 1.945"

55.3.8.3.3 Maximum diameter of exhaust valve is 1.505"

55.3.8.4 Valve Springs. Valve springs shall have a maximum diameter of 1.260".

55.3.8.5 Rocker Arms.

55.3.8.5.1 Roller type rocker arms with a maximum ratio of 1.52 may be used.

55.3.8.5.2 Studs and/or guide plates with 5/16" pushrods may be used.

55.3.8.6 Adjusting Nut. Any adjusting nut may be used.

55.3.9 Intake System

55.3.9.1 Intake Manifold.

55.3.9.1.1 Any production style as cast/as produced iron or aluminum intake manifold may be used

55.3.9.1.2 Sheetmetal or tunnel ram style intake manifolds are expressly prohibited.

55.3.9.2 Other Intake System

55.3.9.2.1 A carburetor spacer is required; it shall have a minimum thickness of 0.500" (including gaskets) and a maximum thickness of 2.25" (including gaskets). The spacer may be wedge shaped, if desired, providing it fits within the above envelope. A restrictor plate, if required, shall be in addition to this thickness.

55.3.9.2.2 The intake manifold may be matched or blended to the carburetor spacer.

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55.3.9.2.3 Use of any intake scoop, velocity stack, and/or air cleaner is permitted.

55.3.10 Fuel System

55.3.10.1 Carburetor

55.3.10.1.1 Carburetor is to be a Holley #4776. Only the following dimensions are to be inspected.

55.3.10.1.2 Maximum venturi diameters:

Primary/Secondary = 1.265"/1.3275"

55.3.10.1.3 Maximum throttle plate bore is 1.5675"

55.3.10.2 Fuel and Fuel System

55.3.10.2.1 Any pump gas may be used, including E85.

See Rule 40.18.02

55.3.10.2.2 Any fuel pump is permitted

55.3.11 Ignition.

55.3.11.1 Ignition system may be either points-type system or HEI system

55.3.11.2 Electronic ignition systems are not permitted. Pertronix distributor points conversions may be used.

55.3.11.3 Any plug wires may be used.

55.3.11.4 Firing order is to be 18436572

55.3.12 Exhaust.

55.3.12.1 Any manifold or steel header with a collector of the standard straight style may be used

55.3.12.2 No multi-step or 180 degree systems may be used

55.3.13 Lubrication System.

55.3.13.1 A wet sump system with the oil pump mounted in the stock location is required.

55.3.13.2 Any oil pan is permitted

55.3.13.3 Accusump systems are permitted

55.3.14 Other Specifications

55.3.14.1 Any gasket set may be used.

55.3.14.2 Vacuum pumps are not allowed.

55.3.14.3 Use of a heavy duty/SFI flexplate or aluminum flywheel is recommended.

55.4 Class Chairman.

55.4.1 The Class Chairman is Paul Grichar.. He may be contacted at pgrichar3@aol.com.

55.4.2 Vice Chair is Dave Weber who may be contacted at billsheliarc@gmail.com

55.4.3 The class shall be directed by the Class Chairman and Vice-Chairman through 31 October 2016.

55.4.4 Rule change proposals for this class shall be submitted to the Class Chairman.