



2024 Sportsman Late Model Rules

RULE CHANGES OR AMENDMENTS IN RED

WEIGHT RULES:

1. 2350 LBS. MIN. WITH DRIVER AFTER RACE
2. ATTACHED WEIGHT MUST BE SECURELY BOLTED TO FRAME WITH 1/2" OR LARGER BOLTS. WEIGHT MUST BE PAINTED WHITE WITH CAR NUMBER DISPLAYED. PENALTY FOR LOSING ATTACHED WEIGHT ON THE RACE TRACK IS DISQUALIFICATION FROM THE EVENT.

SPORTSMAN LATE MODEL ENGINE RULES:

OPTION 1: STEEL BLOCKS ONLY. 23-DEGREE CAST IRON HEADS ONLY. 360 CI MAX. HEADERS ALLOWED (NO TRI-Y HEADERS). OIL PUMP MUST BE STOCK TYPE AND IN STOCK LOCATION. NO DRY SUMPS OR EXTERNAL PUMPS. EXHAUST SYSTEM AND OR MUFFLERS MUST BE MOUNTED IN SUCH WAY AS TO DIRECT SPENT GASSES AWAY FROM COCK PIT. MUST PULL 16 INCHES OF VACUUM AT 1000 RPM BY TECH MAN'S GAUGE AFTER RACE OR BEFORE. TECH OFFICIAL'S DISCRETION OF WHEN TO CHECK. NO 400 BLOCKS. NO ROLLER CAMS OR ROLLER LIFTERS. NO MUSHROOM LIFTERS. ONLY UNALTERED AFTERMARKET ALUMINUM INTAKES (NO PORTING, POLISHING, OR GASKET MATCHING). Heads may be polished and/or ported. THE FOLLOWING AFTERMARKET INTAKE MANIFOLDS ARE PERMITTED. EDELBROCK PERFORMER (PART NO. 2101) WEIAND X-CEL-ERATOR (PART NO. 7547-1, 7515, 7516, 7545, OR 8023) EDELBROCK GM (2701 OR 2716) FORD (7121, 7181, OR 7183) OR CHRYSLER (2915)

OPTION 2: SEALED 602 GM CRATE ENGINE ALLOWED WITH 4-BARREL CARBURETOR. (NO AEROSOL) MUST HAVE ORIGINAL GM SEALS OR APPROVED REBUILDER SEALS. CRATE ENGINE SUBJECT TO DYNO TEST AT ANY TIME, IF LEGAL TRACK PAYS COST, IF ILLEGAL RACER PAYS COST AND LOSES ALL POINTS AND PAYS \$1,000.00 FINE. CRATE SUBJECT TO CAM TEST, CI TEST, &/OR COMPRESSION TEST TO DETERMINE LEGAL. 602 MUST USE PROPERLY INSTALLED REV. LIMITER TO 6200 RPM OUT OF REACH OF DRIVER.

CARBURETOR RULES:

ENGINE OPTION 1: MUST USE UNALTERED GAUGE LEGAL 4412 HOLLEY 2-BARREL 500 CFM (HP LEGAL). ALL ENGINE INTAKE AIR MUST PASS THROUGH VENTURA OF CARB. NO BYPASS OF AIR OR AIR INTAKE FROM ANY OTHER LOCATION. AFTERMARKET METERING BLOCK IS PERMITTED. NO AEROSOL CARBS ALLOWED.

ENGINE OPTION 2: MAY USE ANY 4-BARREL CARBURETOR. (NO AEROSOL)

DISTRIBUTOR RULE:

1. ANY ELECTRONIC DISTRIBUTOR-TYPE IGNITION SYSTEM. NO CRANK TRIGGER, DISTRIBUTORLESS MULTI-COIL, OR MAGNETO IGNITION SYSTEM. IF USING MSD BOX, 6AL OR 6ALN IS ONLY IGNITION BOX ALLOWED.
2. NO ELECTRONIC TRACTION CONTROL DEVICES. MSD BOX MAY BE CONFISCATED BY SERIES AT ANY TIME.

STARTER RULE:

1. ALL CARS MUST HAVE WORKING STARTER.

WATER PUMP RULES:

1. CAST OR ALUMINUM PERMITTED. STOCK MOUNTED WATER PUMP AND FANS ONLY. NO ELECTRIC FANS.
2. NO ELECTRIC WATER PUMP.

EXHAUST RULES:

1. COLLECTOR TYPE HEADERS REQUIRED. MUST HAVE FOUR (4) TUBES INTO ONE (1) COLLECTOR OF A CONSISTENT DIAMETER.
2. MUFFLERS NOT REQUIRED
3. NO TRI-Y HEADERS, 180 DEGREE HEADERS, OR MERGED HEADERS ALLOWED
4. NO SQUARE-TUBE HEADERS ALLOWED

FUEL - FUEL CELL - FUEL PUMP RULES:

1. AN APPROVED FUEL CELL (32 GALLON MAXIMUM) MUST BE SECURELY MOUNTED IN THE TRUNK AREA OF THE CAR, INSIDE A .20 GAUGE METAL BOX SUPPORTED BY A MINIMUM OF TWO 2" BY 1/8" STEEL STRAPS.
2. ALL FUEL CELLS MUST BE COMPLETELY VISIBLE FROM REAR OF CAR.
3. GASOLINE OR RACING GAS ONLY! NO METHANOL OR ALCOHOL. NO NITROUS OXIDE. NO PROPYLENE OXIDE. NO NITROETHANE. NO MTBE. NO HYDRAZINE. NO ETHYL HEXANOL. NO E-85. FUEL'S SPECIFIC GRAVITY NOT TO EXCEED .744 AT 60 DEGREES. FUEL IS SUBJECT TO TESTING ON SITE OR FUEL SAMPLES MAY BE TAKEN AND SENT TO AN INDEPENDENT LAB FOR TESTING. ANY FUEL WITH A SPECIFIC GRAVITY OF .745 OR GREATER WILL BE DISQUALIFIED. IT IS THE RACER'S RESPONSIBILITY TO KNOW WHAT HE/SHE IS PUTTING IN THE FUEL CELL. OFFICIALS RESERVE THE RIGHT TO TAKE FUEL SAMPLES AND SEND THEM TO AN INDEPENDENT LAB FOR TESTING AT ANY TIME.
4. STOCK MOUNT MECHANICAL FUEL PUMP ONLY. NO CAM DRIVEN, NO BELT DRIVEN, OR NO ELECTRIC FUEL PUMPS. REVERSE MOUNT POWER STEERING PUMP OK.

ENGINE SETBACK RULE:

1. ENGINE SETBACK WILL BE 6" FROM CENTER OF TOP BALL JOINT TO THE TIP OF #1 SPARK PLUG WITH A 1-INCH TOLERANCE ON ENGINE SETBACK.

BODY RULES:

1. COMP CAMS SUPER DIRT SERIES BODY RULES APPLY
2. NO MIRRORS.
3. NO RADIOS.
4. **39" DECK HEIGHT**

FRAME RULES:

1. ALL FRAMES MUST BE OF STEEL CONSTRUCTION.
2. SQUARE OR RECTANGULAR FRAME. MUST HAVE A MINIMUM OF 2" BY 2" MATERIAL, .083 WALL THICKNESSES.
3. ROUND TUBE FRAME: TUBING MUST HAVE A MINIMUM OF 1-3/4" OUTSIDE DIAMETER, .083 WALL THICKNESSES.

SUSPENSION RULES:

1. STANDARD LATE MODEL SUSPENSIONS ONLY. NO SPRING LOADED OR SHOCK TYPE 4 BAR RODS. ONLY STANDARD SOLID BAR 4 BAR RODS. NO TORSION BAR FRONT OR REAR SUSPENSION.
2. ONE (1) 5TH COIL OR TORQUE LINK ALLOWED, NOT BOTH. ONE (1) 90/10 ALLOWED WITH TORQUE LINK, MOUNTED CENTER TOP OF REAREND TO FRAME.
3. ONE (1) COIL SPRING PER WHEEL. NO BUMPSTOPS AND NO STACK SPRINGS ON ANY CORNER INCLUDING 5TH COIL. NO PROGRESSIVE SPRINGS. NO SPRING RUBBERS. ONE (1) SHOCK AND ONE (1) SPRING PER CORNER OF CAR. NO TAKE UP SPRINGS ALLOWED. SHOCK "SLEEVE" PROTECTOR ALLOWED TO PROTECT BODY OF SHOCK. NO SLIDERS/COIL OVER ELIMINATORS ALLOWED.
4. CHASSIS BRACKETS MUST BE FIXED. NO MOVEMENT.
5. NO DATA ACQUISITION DEVICES OF ANY TYPE ALLOWED.
6. DROOP RULE WILL APPLY. 50" WITH A 1" TOLERANCE.

SHOCK RULE:

1. SHOCKS, AT ANY POSITION ON THE RACE CAR, INCLUDING LIFT BAR OR TORQUE ARM SHOCKS, MUST BE CONSTRUCTED OF MAGNETIC STEEL OR ALUMINUM. SHOCKS OF THE "THRU ROD" STYLE ARE NOT PERMITTED. SHOCKS MUST HAVE SYMMETRIC, ONE PIECE BODY. NO BULB SHOCKS. NO ADJUSTABLE SHOCKS. NO REMOTE RESERVOIR OR CANNISTER SHOCKS. NO SCHRADER VALVE SHOCKS. NO PIERCING VALVES. NO REMOTE ADJUSTMENT OF SHOCKS IS PERMITTED, INCLUDING ELECTRONIC ADJUSTMENT WHETHER HARDWIRED OR WIRELESS. SHOCK/DAMPER DEVICES THAT ARE, OR THAT CAN BE REFERRED TO OR DEFINED AS AN "INERTER" OR REFERRED TO OR DEFINED AS A "J-DAMPER" ARE NOT PERMITTED ANYWHERE ON THE CAR. FRONT 7" SHOCK MUST COLLAPSE AND EXTEND 7". 9" REAR SHOCKS MUST COLLAPSE AND EXTEND 9".
2. ONE (1) SHOCK PER WHEEL ONLY. THIS INCLUDES LEFT REAR.
3. SHOCK CLAIM: \$250 PER SHOCK. CAR CLAIMING SHOCKS MUST FINISH IN TOP 5 AND ON THE LEAD LAP. REFUSAL

TO ALLOW SHOCKS TO BE CLAIMED OR CONFISCATED WILL RESULT IN DRIVER LOSING ALL POINTS AND MONEY.
4. OFFICIALS MAY CONFISCATE OR CLAIM SHOCKS AT ANY TIME. IF CONFISCATED AND SHOCKS ARE DEEMED LEGAL, THEY WILL BE RETURNED TO DRIVER. IF SHOCKS ARE ILLEGAL, DRIVER WILL LOSE ALL POINTS AND MONEY.

WHEEL BASE RULE:

1. MINIMUM WHEELBASE WILL BE 103".

ROLL CAGE RULES:

1. ALL CARS MUST HAVE A SUITABLE STEEL ROLL CAGE PROTECTING THE DRIVER'S COMPARTMENT, INCLUDING HEADREST.
2. SIDE ROLL BARS ARE MANDATORY, AND MUST EXTEND INTO THE DOOR PANELS. A MINIMUM OF THREE (3) BARS MUST BE ON THE LEFT SIDE.
3. EACH BAR MUST BE AT LEAST 1 1/2" DIAMETER, WITH A MINIMUM MATERIAL THICKNESS OF .083".
4. ROLL CAGES MUST BE WELDED TO FRAME.

TRANSMISSION RULES:

1. MUST HAVE AT LEAST ONE FORWARD AND ONE REVERSE GEAR IN WORKING ORDER.
2. NO STRAIGHT DRIVES OR IN-AND-OUT BOXES.
3. DRIVE SHAFTS MUST BE PAINTED WHITE
4. BALL SPLINE TRANSMISSIONS OK

BRAKE RULES:

1. STEEL BRAKE ROTORS ONLY. NO CARBON FIBER BRAKES. NO TITANIUM BRAKES OR OTHER EXOTIC MATERIAL BRAKE SYSTEMS.

WHEEL RULES:

1. ANY BRAND OR TYPE OF WHEEL ALLOWED. MUST BE MOUNTED WITH LUG NUTS.
2. NO KNOCK-OFF OR CENTER LOCK WHEELS.
3. MAXIMUM WHEEL WIDTH - 14".

TIRE RULE:

1. AMERICAN RACER MD-56, OR AMERICAN RACER PRO-3. NO GROOVING, SIPING, NEEDLING, OR SOFTENING. BUFFING TIRES ALLOWED WITH MAXIMUM 36 GRIT SANDING PADS. NO CARBIDE HEAD OR NAIL HEAD GRINDING ALLOWED. ALL LEGIT TIRE TESTING PROCEDURES/RULES APPLY.