



2024 Sportsman Rules

This division is intended to be a more economical, more affordable Late Model Division.

Revised on 03/25/24; latest revisions in **RED**

Body Rule:

Lucas Oil Series Body Rules; excluding the 'droop' rule.

Engine Rules:

(3) Engine Options:

1. Engine A: 604 GM Crate
2. Engine B: 362 Max Cubic Inch - 'B-motor'
3. Engine C: 602 GM Crate

Engine A and Engine C (602 and 604):

1. FasTrak and Durrence Layne specs are legal.
2. Rebuilt motors are allowed. Seals not required.
 - a. Rebuilt motors must remain stock as they came from GM.
 - b. Rebuilt motors must remain as listed in GM technical manual, p.n. 38958668.

Engine B:

Block:

1. GM Cast Steel Block. No aftermarket blocks.
2. One-piece or two-piece rear seal, no block lighting, no splayed main caps.
3. All components must remain in stock location.
4. No raised or oversized cam journals.
5. No oversized lifters. (.842)
6. Max bore 4.065 Stock. stroke 3.480

Heads:

1. Any Steel GM 23-degree head
2. Steel aftermarket heads allowed – add 25lbs.
3. Angle milling allowed, not to exceed 1 degree
4. All heads must remain as cast
5. Steel or Stainless-Steel valves only – no titanium or other materials
6. Undercut stems allowed – no hollow stem
7. Max valve size 2.02/1.60 must remain 11/32 stem diam.
8. No bump stop type valve stem seal
9. 60cc minimum limit on combustion chamber – 195cc max limit on intake runner
10. No porting, polishing, grinding excessive deburring in any breathing area
11. No shot peening, no media blasting
12. Heads may be deburred on outside areas only
13. Valve spring pockets may be machined – Max spring pressure 105lbs at seat

14. Multi-Angle valve job permitted machine cut only
15. Max .900 below seat measurement to start at bottom of second angle or 45 degrees
16. No hand blending allowed
17. All angles must remain concentric with valve guide
18. May be machine for push rod clearance
19. No shaft style rockers, stud style only
20. No raised runners

Intake Manifold:

1. Intake must be cast aluminum
2. Porting or polishing not allowed
3. Two-piece manifolds not allowed
4. Intake manifold must be cast with no spacer plates between the head and the manifold itself. No fabricated intakes.

Rods:

1. Steel Rods – 5.700 Length only
2. I-Beam Style – Press fit pins or floated rods
3. No titanium or aluminum
4. Piston Flat Top 2 or 4 valve pocket style

Oiling Systems:

1. No dry sump
2. No vacuum pumps
3. No external pumps

Crankshaft:

1. Steel – stock stroke (3.480)
2. Minimum weight 48lbs. with key & front timing gear Balancing o.k.

Cam – Lifter:

1. Hydraulic Only Max Valve Lift .460" – checked at push rod
2. 0.842 lifter diameter only
3. No mushroom lifter
4. No ceramic lifter
5. No roller lifter
6. Cam bearing journals must be OEM (1.868)
7. Timing chain only, no gear drive, no belt drive

Remaining Engine Rules apply to all 3 options:

Carburetor:

1. One 4-barrel 4150 style, gas or E-85.
2. No alcohol/methanol

Distributor:

1. Any ignition
2. No traction control
3. No crank triggers

4. Electronic boxes buy rule \$300

Headers:

1. No "Tri-y" style allowed. All headers must be standard 4 into 1 style.
2. ~~No stainless headers~~ Stainless headers are allowed
3. ~~Header buy rule \$500~~ No buy rule for headers

Weight:

1. Engine A (604) - 2350lbs minimum
2. Engine B (B motor) - 2400 minimum
3. Engine C (602) - 2250lbs minimum
4. No Burn Off
5. Weight and motor must be posted on right side A pillar (preferably on both sides)
 - a. Example: B-2400 lbs, 604-2350 lbs, 602-2250 lbs)
6. Claiming of incorrect weight/motor combination will result in immediate disqualification.
7. Weight may be required to be added at the discretion of track officials

Suspension:

1. No adjustable suspension devices mounted in the driver's compartment. Brake adjusters are permitted.
2. Shocks
 - a. Must be Oil or Gas
 - b. 'BC' Rule - NO Air Shocks
 - c. Must be non-adjustable
 - d. No external reservoirs permitted, Schrader valve is OK.
 - e. Shocks may be steel or aluminum.
 - f. Any shock may be claimed for \$250, coil over kit not included.
 - g. Shock covers are OK, but the racetrack reserves the right to remove covers for inspection.
3. 103" wheelbase minimum – 1" tolerance
4. Hubs must be standard style aluminum or steel. No lightweight hubs. No magnesium or liquid filled hubs permitted.
5. Brake rotors must be steel. No lightened or cut rotors. Brake rotors can be solid or drilled.
6. All suspension components must be made of steel or aluminum, no titanium or carbon fiber parts.
7. Rear radius bars must be solid, no spring rods.

Miscellaneous:

1. Stock front clip cars will receive a 50lb weight break.
2. All pumps and pulleys are preferred to be mounted in the standard location on the engine.
 - a. **Rear-end mounted power steering pump are OK. Add 25 lbs.**
 - b. **Bell housing mounted pulleys are OK. Add 25 lbs.**
3. No electric fans.
4. No adjustable suspension devices mounted in the driver's compartment. Brake adjusters are permitted.
5. Any drive shaft – must be painted white
6. Standard steel axles only, no titanium axles. Axles may be solid, or gun drilled.
7. Transmissions must be steel or aluminum. Must have working forward and reverse.
8. Engine set back will be 6 inches from center of top ball joint to the most forward spark plug – ½" tolerance

Tire Rule:

1. Fronts (LF/RF) - Open
2. Left Rear - Hoosier 1350, Hoosier Crate 21 or 55, American Racer 48 or 56
3. Right Rear - 1600, Crate 55, American Racer 56, Hoosier 4. NO PRO 3's allowed (the No Pro 3 rule is to align with other local tracks).
4. The allowance of 1350s and 1600s will be in effect until the end of 2024. This will provide an opportunity for racers to cycle through any older tires they may have.
5. No treating or soaking of tires in order to alter the compound of the is permitted.
6. Track will take random tire samples to be sent for lab testing. Track's discretion will be used in determining if lab tests will result in disqualification.
7. Tires must have all numbers and name on the tire. No grinding off numbers or names.

Wheels:

1. 14" wide maximum – Steel or Aluminum only.

Protest Rules

1. \$1300 Complete Tear Down
 - a. \$1000 Going to the winner of the protest.
 - b. \$300 Going to Tech.
2. \$400 To remove 1 head and check head bore and stroke.
3. \$150 To check cam.