

SPORTSMAN LATE MODEL RULES

- 1. BASE WEIGHT.** The base weight will be 2800 pounds with 60% left side weight during qualifying and any race.
- 2. SPEC SHOCK WEIGHT.** The FOX Spec Shock weight break will be 50 pounds and 2% left side weight.
- 3. TIRES.** Hoosier F-70. Tire soaking and/or any other types of tire tampering is prohibited. Steel 8" safety racing wheels with 1" lug nuts. Maximum tread width is 80" measured with toe plates.
- 4. GRILL OPENING/AIRBOX.** No down draft air boxes are allowed. There will be no air pans or underside nose panning of any kind. All air must pass through the face of the nose piece. The stock sized opening of the nose piece will be completely cut out. There will be no tape or obstruction over or behind this opening during qualifying or any race event. The maximum width of the airbox will be no wider than 34". There will be no curves, swoops or ledges of any kind on the airbox sides or bottom—all smooth and flat material. There will be one layer of screen with minimum 1/8" square holes in the screen.
- 5. CHASSIS.** Tubular racing chassis is required. Center section 4-post roll cage constructed of 1.75" steel tubing with a minimum thickness of 0.090". Center section mainframe tubing to be a minimum of 2" x 3" rectangular steel tubing. 10" x 30" door plate required. Full front and rear hoops required; however, smaller lighter tubing is permissible in this area. Offset straight rail frame with strut type front end with 101" minimum wheelbase.
- 6. BODY.** A full template body will be required to run in this class. Five Star or AR Bodies are permitted, using the ABC body measurement guidelines. No steel OEM bodies allowed. All cars will have an unaltered template tail and nose piece, as well as full template fenders, quarter panels, hood and an unaltered full-size template roof, complete with unaltered template c-pillars. No offsetting of the roof on the body; the roof must be centered on the car from side to side and the body must be square with the chassis. Downforce body panels are not allowed. Use this link to obtain all of the measurements and the proper installation procedure of a template body: http://www.fivestarbodies.com/store/downloads/dims_ABC.pdf.

No cutting of the template nose piece period. No removing 3" from the middle of the nose piece to lower it down. No heating or bending of the nose to manipulate the template nose piece.

Install car bodies straight up using the ABC Measurements. Do not alter the nose- or tailpieces in any way. Do not tweak or stretch the body panels so it hangs out to the right 3 – 4". Any unapproved quarter panels or front fenders that veer off from the ABC body rules may have a spoiler height reduction at the track official's discretion.

Fabrication of the doors, hood and rockers are permitted; however, they must appear to be stock. A full front windshield and rear windows are required. The rear window and the rear spoiler must be completely see through. The front vent windows will be 12" maximum measured along the top of the door. Template style spoiler, 6.5" tall x 60" wide, mounted with template style mounts. All body measurements off the ground will be measured with driver in car.

- 7. WHEELBASE.** Minimum wheelbase of 101".

- 8. ENGINE/DRIVE TRAIN.** The engine setback will not to exceed 4" from the center of the top ball joint to the center of the farthest forward cylinder. Cast iron heads and block. Cast iron or aluminum intake is allowable. Headers are allowable. No dry sump oil systems or external pumps of any kind. Any 2 or 4 barrel carburetor is permissible. Automatic, manual or racing transmissions are allowed. Aluminum heads are allowed with a 50lb weight add on.
- 9. SUSPENSION.** The rear end may have a 3 or 4 link suspension. The rear end may be locked; rear disc brakes are allowable. A drive shaft hoop is mandatory. Screw jacks or load bolts are optional. Full size springs or 2.5" coil overs are allowed. Aftermarket top A-Frames are permissible. An aftermarket front center link is permissible. Slider mounts are allowable. A single rebound adjustable shock is permitted; however, no multiple adjustable shocks are allowed. A double adjustable shock body with the adjustment welded shut is permissible. No canister style shocks are allowed. The top five or so finishing cars will periodically be removing a shock(s) for inspection following any racing event. Getting caught with multiple adjustable shock(s) will result in the loss of money for the event.
- 10. COCKPIT.** If the stock firewall and floorboard is removed, the driver's floor and foot box will be 1/8" steel minimum. Apart from brake bias adjustment, cockpit adjustments of any kind are prohibited. The fuel line must be run below driver's compartment. A fuel cell is mandatory with approved guard; the cell must have 8" ground clearance.