2024 Late Model Sportsman Rules – FINAL

LMS represent the fastest, most competitive Group wo class at Wiscasset Speedway. It also continues to be one of the most talent heavy and competitive classes in the northeast. The following rules are an effort by division participants and track management working together to provide both cost control and fairness of competition. While we understand these rules may not perfect and may not encompass all available options, we request they not be interpreted as opportunities to cheat and/or discover loopholes to gain advantage. We shall always welcome and work to accommodate all who respectfully meet the spirit of the rules and desire to join us racing Late Models at Wiscasset Speedway.

Since it would be both impractical and nearly impossible to list within the confines of any rulebook, all the modifications, adaptions and infractions that could and would be illegal, it shall be understood for the purpose of rule enforcement that only those items that are specified in this book are allowable and permissible. In addition, The Wiscasset Speedway management reserves the right to penalize anyone who violates these rules.

1 Body: Must be ABC approved and fit all ABC templates. The Five Star Gen 6 and AR Revolution bodies are approved for competition (Late Model Sportsman and Pro Stock divisions ONLY).

1.1 Air Flow Devises: **No air flow devices except two one-inch roof rails allowed must run parallel with the roof. No wings or ground effects allowed inside or outside the vehicle. Vertical or airfoil or any other aerodynamic devices will not be permitted anywhere on the car, No under car panning allowed**

1.2 Appearance: Cars must be neat appearing.

1.3 "B" Pillar: No add-ons to the fore side of pillar.

1.4 Construction: All bodies must meet 2005 or newer Five Star ABC templates for contours and measurements. All body configurations must be approved by Speedway management in order to meet the body configuration intent. Bodies may be constructed of steel, aluminum, or fiberglass. No carbon fiber.

1.5 Height: **All body measurements will be done with car sitting on 4" blocks**

1.6 Numbers: All car numbers must be registered with Wiscasset Speedway. Car numbers must be a minimum of eighteen (18) inches high and three (3) inches wide.

1.6.1 Numbers shall be painted in contrasting colors to the car on both doors and the roof. Reflective chrome, gold or prism numbers are not permitted.

1.6.2 Roof numbers should be visible as read from the grandstand side of the car.

1.6.3 The car number must appear in six (6) inch high numbers in the uppermost right corner of the windshield and also on the right rear tail piece.

1.7 Panels: Must meet ABC parameters and fit ABC templates.

1.7.1 Fenders: Cars must use fiberglass or plastic/composite front fenders. Reworking or trimming of the front fenders will not be allowed.

1.7.2 Nose Piece: Front noses must conform to the stock template and must maintain a minimum distance of forty-six (46) inches from center of the front spindles to the front of the vehicle. Reworking or trimming of the nose will not be allowed.

1.7.3 Roof: Minimum roof height is forty-seven (47) inches as measured in the center and twelve (12) inches rearward of the windshield. Roof may drop one (1) inch back toward the rear windscreen.

1.7.4 Rub Rails: plastic only / mounted against body

1.8 Spoiler: Spoilers must remain in the original location at the rear of the body shell. Spoiler must follow the contour of the body shell. No portion of the spoiler at its base may extend beyond the area where it connects with the body or trunk lid.

1.8.1 Bracing: Supports in front of the spoiler will not be permitted.

1.8.2 Height: Forty-one and one half (41½) inches measured from the ground to the top of the spoiler.

1.8.3 Size: Maximum blade surface area of six- and one-half x sixty (6½ x 60) inches.

1.9 Windows: Full front and rear windscreens constructed of a minimum eighth (1/8) inch Lexan and must be braced with two (2) braces to prevent any deflection/distortion at speed.

1.9.1 Side: "A" post mounted windows not to exceed thirteen (13) inches on any edge.

1.9.2 Quarter: Permitted.

1.9.3 Rear: Cars must measure a minimum of forty-four (44) inches in height at the top center of the rear window. The rear window height at the top may not drop more than one (1) inch from center to either side.

2 Chassis:

2.0 Bumpers: Must have front & rear bumpers. Bumpers must be up against bumper cover

2.1 Clearance: Minimum distance to ground is three (3) inches.

2.2 Design: Minimum four (4) point roll cage is required. In addition to the required four (4) point roll cage, the structure may extend to the front as far as the radiator support and to the rear to sufficiently protect the fuel cell. Left side must have a minimum of four (4) horizontal bars with spacers. Right side must have a minimum of three (3) horizontal bars with spacers or an "X" and two (2) horizontal bars.

2.3 Door Plate: A minimum of sixteen (16) gauge steel plate of sufficient length and width as to protect the driver must be welded to the roll cage.

2.4 Drivers Box: The area immediately beneath the driver, floorboards, foot box and the vertical panels surrounding the seat area (front and rear firewalls and transmission tunnel) must be constructed of twenty-two (22) gauge steel and be of welded construction.

2.5 Fire Walls: Front and rear firewall must be completely sealed from the driver compartment with sheet steel similar in thickness to existing car structure and securely welded.

2.6 Frame: Must be square steel tubing a minimum of two inches x three (2 x 3) inches and at least .120 wall thickness.

2.7 Front Clip: Front clip to be square tubing with a minimum thickness of .083".

2.8 Fuel Cell: must be a steel container with a check/rollover valve in the vent line; secured with two (2) straps front to rear and two (2) straps left to right. The minimum dimension of strap material is eighth (1/8) inch x one and one half (1½) inch. Fuel cell may not be offset.

2.9 Height: No ride height requirement. (Cannot drag coming across the scales)

2.10 Interior: Interior area of car must be completely enclosed in respect to the engine compartment, track surface, tires and rear (fuel cell) compartment. This may be constructed of aluminum with a minimum of .040 thickness. Panel on right side of car may extend from the top of the transmission tunnel to a height of not less than six (6) inches below the window.

2.11 Main Hoop: The front and rear roll cage hoop must have a minimum height of thirty-eight (38) inches measured from the top of the frame to the top of the roll cage.

2.12 Pipe: Minimum roll cage tubing specification one and three quarter (1¾) inch x point zero nine five (.095) inch DOM or seamless tubing. In the interest of safety, water tubing, exhaust tubing, etc. is unacceptable.

2.13 Rear Clip: Rear clip to be square tubing with a minimum thickness of .083".

2.14 Seat: Aluminum containment racing seat with right and left head supports. Seat must be mounted and attached securely to the cage. A support brace must be installed at the rear of the seat.

2.15 Seat Belts: Mounted with three eighths (3/8) inch bolts minimum Grade 8 washers and locking nuts. These must be attached at two (2) separate points on the frame, equal distance from the seat back and not less than twelve (12) inches apart. (See manufacturer instructions for details).

2.16 Steering Column: A fabricated steering column must have a minimum of two (2) U-joints positioned so as not to allow the steering wheel to be pushed rearward in the event of a collision. Must have steering column stop. All steering wheels must have a center pad.

2.17 Tethers: Hood and deck lid must be tethered to the roll cage.

2.18 Tread Width: Maximum tread width sixty-six and one half (66½) inches, center to center, measured at spindle pin height.

2.19 Welds: All welds are to be of high quality and must completely surround the joint. Absolutely no butt welds or sharp edges anywhere.

2.20 Wheelbase: One-hundred and two (102) inch wheelbase minimum.

3 Drive Train:

3.1 Drive Shaft: Driveshaft must be painted white.

3.1.1 Driveshaft loop required near the front of the driveshaft with material specification minimum of one quarter (1/4) inch x two (2) inches. Rear driveshaft loop is recommended.

3.2 Engine/Built: Custom built engines must meet the following: American made V8 engines only. No aluminum or other soft metal blocks will be allowed. No stroking or de-stroking will be permitted. No dry sumps oiling systems.

3.2.1 Block: Aftermarket cast iron blocks allowed. Must retain all OE dimensions. Blocks may be decked. Cylinders may be bored up to .060". Stock lifter bore size.

3.2.2 Camshaft: Any flat tappet camshaft allowed. Chain driven only.

3.2.3 Carburetor: Must use part specified in rule 5.2.1

3.2.4 Compression: Maximum compression ratio of 10.99:1.

3.2.5 Crankshaft: Stock OE type crankshaft. OE stroke. (3.480 inch for GM). No modifications except as needed for balancing. Exception – Ford 302 based engines may utilize a 3.400-inch stroke crankshaft to attain a displacement of 347.

3.2.6 Cylinder Heads: Built engines are required to have cast iron heads. Maximum valve size = 2.02 intake/ 1.60 exhaust. No port or combustion chamber modifications.

3.2.6.1 GM - small port Bowtie Vortec #25534351 allowed in as produced fashion.

3.2.6.2 Ford: Must be pre-approved.

3.2.6.3 Chrysler: Must be pre-approved.

3.2.7 Displacement: Maximum GM-358 cid, Ford-358 cid, Chrysler-362 cid. Small blocks only.

3.2.8 Height: Centerline of crankshaft, harmonic balancer or equivalent, and must be located a minimum of ten (10) inches from the ground.

3.2.9 Lifters/Rockers: Roller rocker arms allowed 1.5 or 1.6 ratio only. No shaft rockers. No roller or mushroom lifters. Solid lifters allowed.

3.2.10 Manifolds: Edelbrock performer.

3.2.10.1 Exhaust: Modified exhaust headers may be used. Exhaust system may be painted, coated, or wrapped with a high temperature coating.

3.2.10.2 Intake: Edelbrock performer intake only. #2101, #2104, #2116 and equivalent for Ford and Chrysler. Intake manifold epoxies or other devices to alter the air flow into the manifold are not permitted.

3.2.11 Oil Pan: Any wet sump pan allowed. External/remote filters and coolers allowed.

3.2.12 Pistons/Rods: Any Flat Top piston with a minimum of two (2) valve reliefs will be allowed. No portion of piston can protrude above block deck surface. Floating of the wrist pin is optional. Connecting rods must be magnetic.

3.2.13 Valve Springs: Springs (1.250") and retaining parts must be magnetic.

3.3 Engine/Crate: GM602 or GM604. FordS347JR must have factory installed seals. All must have original factory seals or seals installed under the "RPM sealed alliance program". LMS GM602 engine will not be allowed to be freshened or rebuilt.

3.3.1 Block: Unaltered.

3.3.2 Camshaft: Unaltered.

3.3.3 Carburetor:

GM602 may use either carburetor option specified in rule 5.2

GM603 must use 500 Holley #4412 specified in rule 5.2.1

FordS347Jr must use 500 Holley #4412 specified in rule 5.2.1

GM604 must use 500 Holley #4412 specified in rule 5.2.1 with RPM #1480 restrictor plate.

3.3.4 Compression: Unaltered.

3.3.5 Crankshaft: Unaltered.

3.3.6 Cylinder Heads: Unaltered.

3.3.7 Displacement: Unaltered.

3.3.8 Height: Centerline of crankshaft, harmonic balancer or equivalent, and must be located a minimum of ten (10) inches from the ground.

3.3.9 Lifters/Rockers: Unaltered.

3.3.10 Manifolds:

3.3.10.1 Exhaust: Modified exhaust headers may be used. Exhaust system may be painted, coated, or wrapped with a high temperature coating.

3.3.10.2 Intake: Unaltered.

3.3.11 Oil Pan: Stock or Moroso #21319

3.3.12 Pistons/Rods: Unaltered.

3.3.13 Seals: We will except any sealed crate motor. Factory seals, RPM seals, Redline seals, B&M seals, etc. Wiscasset Speedway has the right to inspect any engine at any time. Remember, your decision to race at Wiscasset Speedway on any given day is your full understanding and consent to abide by Wiscasset Speedway engine rules. Sealed or unsealed, we reserve the right to inspect any engine at any time and pass or fail determines the outcome. All crate motors must be sealed. If not properly sealed, the motor must adhere to built motor rules.

3.3.14 Valve Springs: Unaltered.

3.4 Exhaust: : Exhaust system with muffler is required and must extend past driver. May run out the door but must pass Wiscasset Speedway's decibel reading of 95. If not, exhaust must dump under the car pointed to the ground.

3.5 Fly Wheel: Magnetic flywheel only.

3.6 Headers: Any.

3.7 Location: Engine must be centered between front tires.

3.7.1 GM engine must be placed with center of #1 spark plug (or center of hex angle fitted) even with center of grease fitting on upper ball joints.

3.7.2 Ford engine will be measured from front of right head to center of right front ball joint. (This will result in a 1 7/8" setback compared to GM.)

3.7.3 Grandfather for engine setback (maximum of 2") includes Fords 50lb handicap.

3.7.4 Height: Centerline of crankshaft harmonic balancer or equivalent must be located a minimum of ten (10) inches from the ground. Muffler: Mandatory.

3.8 Oil Pan: Any

3.9 Radiator: Any radiator that fits under the stock hood is allowed.

3.10 Rear Ends: No locking-type rear ends allowed. Solid spool or permanently locked rear ends only. No cambered rear ends.

3.11 Transmissions: Any OEM three (3) or four (4) speed transmission is allowed. T-10 allowed.

3.11.4 Cluster gear must stay engaged to the main shaft at all times. No straight cut gears allowed.

3.11.5 Clutch: Minimum clutch diameter is 7.250 inches.

3.11.6 Gears: Must have two (2) forward gears and reverse. No straight cut gears allowed.

602 CRATE ENGINE REBUILD OPTION:

With the limited availability and current high cost of 602 crate motors, Wiscasset Speedway is offering the option for race teams to rebuild their current engine. This option is **AVAILABLE FOR THE 2024 SEASON AND ONLY WITHIN THE FOLLWING SPECS**. Rebuilt engines will be subject to re-seal by Wiscasset Speedway tech dept.

- ARP head bolt kit
- ARP 3/8 rod bolt kit
- ARP main bolts
- GM factory steel timing cover
- Any timing pointer
- GM fuel pump push rod #03704817
- Any steel fuel pump plate
- GM or Victor head gaskets (5746 only)
- GM or FELPRO intake gaskets MS90131-2
- GM or Clevite CB663P MAX .010 under (NO coated brgs)
- GM or Clevite MS909P MAX .010 under (NO coated brgs)
- CAM BERRINGS (no coated brgs)

- GM or Hasting rings ONLY 2M139 or 2M48860 STD .020
- GM factory pistons or Sealpower H-815-DCP .020
- Valve spring retainer kit - GM
- Valve springs - GM
- Valve locks - stock GM or PIO PF555HD
- Intake valve - GM or Manley 10576-8 Intake cutter VSI-A05732 or FT-45039W3
- Exhaust valve – GM or Manley 10577-8 Exhaust cutter VSI-A20624
- GM or Double Roller timing chain kit LT-98100 ONLY (installed straight up – no bushings or offset keys)
- Oil pump - M155HV only
- Any oil pump spring
- Oil pump driveshaft IS-55E
- Oil pan - GM factory only
- P.A.S.S Mod only Moroso oil pan 21319
- GM distributors must have stock springs
- Any vacuum advance eliminator kit
- NO engine balancing of any kind
- NO camshaft regrings of any kind

Includes but not limited to: HYD lifters, Balancer, Rockers, Push Rods, etc

4 Electrical: 12-volt systems only.

4.1 Battery: Battery must be securely mounted, located forward of the rear axle and within the roll cage structure.
4.2 Fans: may be used.
4.3 Ignition System: Any battery powered system allowed. Single pickup units only. No crank triggered systems permitted. Ignition boxes must be mounted to the right side of dash with the RPM limiter controls facing away from driver.
4.4 Pumps: No electric fuel pumps.
4.5 Starter: Starter must be in proper working order. Starter must be mounted in factory production location for engine used.
4.6 Transponders: Must be installed on left side eleven inches (11”) from centerline of rear end. Refer to Transponder diagram under General Rules.

5 Fuel:

5.1 Adapter: N/A
5.2 Anti-Siphon: Mandatory, Oberg Fuel Safety Check Valve SV0828, SRI Performance valve (#FPF-FSV) or similar devise.
5.3 Carburetor: Holley or Holley based. Polishing, grinding, or drilling holes in the body of the carburetor will not be permitted. Choke horn may be removed with a square cut. No taper or bevel may be cut into the body of the carburetor. Boosters may be aligned but may not be changed. Size and shape must not be altered, and height must remain standard. The following are the parameters of allowable carburetors. **MUST PASS CARB TOOLS**

5.3.1 500 cfm: Holley based #4412. Must not exceed the following specs:
Venturi bore: 1.373-1.377,
Throttle bore: 1.6855-1.6856,
Booster O.D.: .620(+ or -) .010, Booster I.D.: .380 (+ or -) .003.
Combined throttle shaft & plate: .1868-.2008.
5.3.2 650 cfm: Holley based #80541. Must not exceed the following specs:
Venturi bore: 1.248-1.252,
Booster: O.D. at parting line: .626-.630, Booster I.D.: .442-.446,

Boosters O.D. top & bottom: .614-.618. Booster length: .720 (+ or -) .010.
Throttle shaft & plate (primary): .1745-.1765.
Primary & secondary throttle bore: 1.6855-1.6865.

5.4 Cells: Approved and manufactured for racing.

5.4.1 Canisters: Minimum twenty-two (22) gauge steel, around fuel cells are required and must be located in back of the rear window. There must be a complete steel firewall between the fuel cells and the driver's compartment. No holes will be allowed in the firewall.

5.4.2 Filler Tube: The fuel cell must be filled from behind the firewall.

5.4.3 Height: Fuel cells must be securely fastened and protected if they hang below the rear bumper. minimum of an eight (8) inch ground clearance between the bottom of the fuel cell and the racetrack.

5.5 Filters: Must be of metal construction.

5.6 Gaskets: Two (2) .070 thick gaskets will be allowed. No stacking of gaskets.

5.7 Lines: Any line containing a combustible material must be steel and routed outside of the driver compartment.

5.8 Pumps: Mechanical fuel pumps only. No belt driven units. Adjustable or rebuildable fuel pumps permitted.

5.9 Spacers: One non-tapered spacer up to one (1) inch thick.

6 Safety:

6.1 Battery: Must be in a battery box and properly secured.

6.2 Fire Extinguisher: Minimum three (3) pound fire extinguisher mounted with quick release metal bracket within reach of driver when belted in. Extinguisher must be operational with full gauge reading.

6.3 Fire suppression: Cars equipped with a suppression system do not require a fire extinguisher.

6.4 Fluids: Car must not have fluid leaks of any kind.

6.4.1 Must have a minimum one (1) quart capacity sealed overflow container.

6.4.2 Water and a cooling additive only. No antifreeze allowed.

6.5 Padding: Any bar within the drivers reach must be padded with an approved fire-resistant product. Pipe insulation is not acceptable.

6.6 PPE: Personnel Protective Equipment.

6.6.1 One- or two-piece long sleeve SFI approved fire-resistant suit in good condition and free of rips, tears or holes. Fire resistant shoes and gloves.

6.6.2 Helmet: Full face must meet or exceed the Snell 2015 standard. Must have face shield. Glasses, goggles, or open face helmets are not permitted.

6.6.3 Head and neck: Support/restraint safety device ***highly recommended***.

6.6.4 Under Garments: We encourage the use of fire-resistant underwear, socks, and head stocking.

6.7 Radios: Two-way communications shall be allowed; however, Wiscasset Speedway Management will require frequency registration.

6.8 RaceCeivers: Are mandatory equipment. Frequency 454.000.

6.9 Seats: Aluminum containment racing seat with right and left head supports. Seat must be mounted and attached securely to the cage. A support brace must be installed at the rear of the seat.

6.10 Seat Belts: Five-point quick release harness system in good condition mounted with three eighths (3/8) inch bolts minimum Grade 8 washers and locking nuts. These must be attached at two (2) separate points on the frame, equal distance from the seat back and not less than twelve (12) inches apart. (See manufacturer instructions for details). Sternum belts are highly recommended.

6.10 Steering Wheel: All steering wheels must have a center pad.

6.11 Towing: Towing identifiers are required. Two toe hook areas must be marked in the engine compartment and two in the aft section. This will be where tow hooks/straps are applied.

6.12 Window Net: Racing regulation window net with quick release attachment required to be securely installed on driver side window. Window nets must be securely fastened at all times when car is on racing surface.

7 Suspension:

7.1 Adjusters: No driver-controlled chassis adjustments.

7.2 Bump Stops: Packers only, no spring loaded permitted.

7.3 Clearance: Minimum distance to ground for any component is three (3) inches.

7.4 Control Arms: Fabricated racing control arms allowed.

7.4.1 Bushings: Any.

7.4.2 Lower: Tube type lower "A" frame allowed, can be moved and be adjustable. Jacking bolts allowed.

7.4.3Upper: Tube type upper "A" frame allowed, can be moved and be adjustable. Jacking bolts allowed.

7.5 Materials: No aluminum, titanium, or carbon fiber parts are permitted.

7.5.1 Exception: The only aluminum parts in suspension that are permitted are as follows: Lower spring cups rear, coil over kit assembly (to include cup-nut sleeve), chassis mounted pan hard and 3-point bar adjuster, trailing arm tubes, 3-point tube, front upper control arm cross shaft and tie rod sleeves.

7.6 Steering: Any steering system allowed.

7.7 Shocks: Any steel/aluminum bodied shock allowed. Must remain completely unaltered with product number and manufacturer visibly identifiable. No gas adjustable shocks permitted.

7.7.1 All shocks subject to claim/swap by Wiscasset Speedway Management. Claim price will be two hundred dollars ($200.00) per shock and can be exercised at any time.

7.8 Spindles: Aluminum spindles are not permitted.

7.9 Springs: Springs may not have hydraulic adjusters.

7.9.1 Front: Any.

7.9.2 Rear: Any.

7.9.3 Weight Jacks: Must be externally adjusted and will be allowed on all four corners.

7.10 Sway Bars: Any sway bar system allowed.

7.11 Third Link: Spring loaded links are not permitted.

7.12 Tread Width: Maximum tread width sixty-six and one half (66½) inches, measured center to center at spindle pin height.

7.13 Tie Rods: Tube type tie rods ends permitted.

7.14 Traction Control: No traction control of any kind.

7.15 Trailing Arms: Spring loaded arms are not permitted.

8 Weights: All car weights listed are race ready with driver in the seat, full of fuel, oil and water before the race. Cars can be scaled pre or postrace with driver in the seat.

8.1 GM602/603 Crate….2700 lbs.
GM604 Crate……2700 lbs.
Ford347Jr Crate……2700 lbs.
Built Engine……2750 lbs.

8.1.1 Left Side: Maximum is fifty seven percent (57%). Must remain at or below 57% prior, during, and postrace.

8.1.2 Ballast: weight must be located outside of the driver compartment with each piece attached with a minimum of two (2) three eighths (3/8) inch bolts, washers and locking nuts. All weight must be lead with each piece painted white and display car number. No weight inside driver's compartment.

8.2 Handicap: Weight breaks may be adjusted at any time by Wiscasset Speedway management in the interest of maintaining competition parity.

8.2.1 Engine set back 2" max…….. + 50 lbs.

9 Wheels/Tires/Brakes:

9.1 Bleeders: Allowed.

9.2 Brakes: Any brake systems allowed. All four wheels must have working brakes. Only brake bias adjustments are permitted from inside the car cockpit.

9.3 Tire: Wiscasset Speedway Official Track Tire: Hoosier.
Right Side: Hoosier Compound 700 27.0/9.0-15. Left Side: Hoosier Compound 500 26.5/9.0/15.

9.3.1 Conditioner: may NOT be used in the Late Model Sportsman division (new or used tires).
9.3.2 Durometer: All tires are subject to random testing. Testing may be conducted at any time.
9.3.3 Penalties: *Heats*: Forfeiture of heat finish and points. Must start feature at rear of the field. *Features*: Disqualification (Last place finish), assigned 62 lineup points, must start rear of heat and feature next appearance
9.3.4 Replacement: Should a tire be damaged during the race event; it shall be the responsibility of the race team to present the damaged tire that day and within a timely manner for inspection. All tire replacements must have a written record from Tech regarding inspection and approval for replacement. Only tires with 50% or more tread will be eligible for replacement. Replacement of damaged tires will be limited to three (3) for the season.
9.4 Wheels: Steel racing wheels max eight (8) inches wide as measured from bead to bead.
9.5 Spacers: ONLY authorized solid wheel spacers allowed.

All race car components, including sealed engines, may be subject to teardown/dismantle inspection at any time. Refer to General Rules, Tech Information Section.

The definition of OEM for the purpose of rule interpretation is a part specified by the manufacturer as being for a specific make, year, model of an automobile or commonly available thru a replacement parts supplier i.e.: NAPA, O'Reilly, Car Quest. This does not include GM Bowtie or Ford SVO.

DISCLAIMER: Motorsports at all levels pose a risk to your well-being. Following the rules set forth by Wiscasset Speedway in no way guarantees or suggests your safety.

Last edited: 11/23/2023