

Kinross Raceway Park

Late model sportsman rules

1. BASE WEIGHT A. Window sticker for weight will be applied on the first event. The driver and or team is responsible for proper total weight claimed on window decal, in the event a weight change is made a new sticker must be applied, with your new weight claimed, pre-tech. B. Any weight changes or weight corrections must be declared and approved pre-tech.

1. The driver will be responsible for the correct weight on the windshield.

2. Any weight changes for your total weight at any time for the season is the driver's Responsibility to notify tech official of the changes pre-tech.

C. The base starting weight is 2800 lbs. pre-race, this base weight applies to the built motor with 23-degree aluminum or cast-iron heads, with no weight break for cast iron heads.

D. 2700 lbs. w/ CRA legal crate motor with updates. Must run 6400 rpm chip, CRA Jegs legal carb and meet all Jegs crate rule requirements. With many current weight packages carried over from the 2023 rules there are many combinations of weight than can be claimed, all weights are 60% max left side.

All weights are pre-race: 1. If claiming 2800 lbs., minimum right-side weight will be 1120 lbs. pre-race, 60 % left Side max, race ready.

2. If claiming 2775 lbs., minimum right-side weight will be 1110 lbs. pre-race, 60% left Side max, race ready.

3. If claiming 2750 lbs., minimum right-side weight will be 1100 lbs. pre-race 60% left side max, race ready.

4. If claiming 2725 lb. minimum right-side weight will be 1090 lbs. pre -race 60% left side max, race ready.

5. If claiming 2700 lbs. minimum right-side weight will be 1080 lbs. pre-race 60% left side max, race ready.

6. If claiming 2675 lb. minimum right-side weight will be 1070 lbs. pre -race 60% left side max, race ready.

7. If claiming 2650 lbs. minimum right-side weight will be 1060 lbs. pre-race, 60% left side max, race ready.

8. If claiming 2625 lbs. minimum right-side weight will be 1050 lbs. pre -race 60% left side max, race ready.

Suspension

A. Maximum tread-width measured at spindle height is 80" with a "ZERO TOLERANCE" measured outside of tire to outside of tire, (the preferred measuring tool will be the referee gauge, we will have an option to measure tread width with toe plates if preferred)

B. Deduct 25 lbs. for full stock or metric chassis w/ stock lower suspension if stock steering box and 4 link suspension is utilized.

C. Aftermarket upper A-Frames allowed.

D. One shock, one coil spring and one bump spring per wheel, bump spring pre loader are not allowed, bump stops are allowed more than 1 on the shock.

1. Canister shocks not allowed.

2. Single adjustable shock only, meaning no multiple adjustable shocks will be allowed,

3. Teams utilizing 4 shocks from the APPROVED Economy Shock List on the CRA website (under TECH tab at cra-racing.com.) may deduct 50 lbs. total weight, not 50lbs per shock. (ALSO REFER TO EXPLANATION IN RULE 2-E)

E. Economy Shock Package (4 non- adjustable AFCO 21 Series Shocks) or (4 shocks from CRA Economy Shock List) "Rule is void if not using all 4 of the economy package shocks listed, the economy shock package does not allow, bump springs, bump stops, coil binding or chassis stops of any kind to limit or manipulate suspension travel, including anything internal or external of the shock. "Crossmember must touch the ground when the travel is checked for this package"

F. Use of Steel Shocks with a bump spring (this is not considered the economy shock package) deduct 25 lbs. "total weight" if using four steel shocks (not 25lbs. per shock)

G. Use of 5" Standard Springs -deduct 25 lbs. "total weight" if using four 5" springs (not 25lbs. per spring)

H. Maximum 8" wide steel wheels. I. OEM, Floater or Quick-Change rear ends allowed. If a Quick-Change rear end is used, you must have a plate between the rear end and fuel cell.

J. Must have working brakes on all four wheels. K. 3 or 4 link rear suspension allowed, conventional 3 link suspension allowed, active rear suspension is allowed

Transmission/Rear End

A. OEM Style Transmissions (defined as standard style manual transmission with external clutch)

B. ALL transmissions must have a working reverse gear. C. Bert, Brinn or Falcon or made for racing Transmissions are allowed

D. Differential: locked or a spool, an unlocked differential can be used add 25 lbs. will allow a 50 lb. weight reduction for unaltered standard 3 or 4 speed Saginaw or Muncie manual transmissions with an external clutch.

5. Engine A. The engine must have a cast iron block.

B. Built motors are allowed 23* aluminum or cast-iron heads.

C. Ford or Chevy engines “built motors” may use an external single stage oil pump, the oil and sump must still be in the oil pan of the engine. (Crate motors will not be allowed a single stage oil pump)

D. Headers and aluminum intakes are allowed.

E. Engine setback is a 4” max set back from the centerline of the upper ball joint with a manufactured chassis strut- style front clip.

F. One 2 or 4 -barrel carb allowed (no Predators).

G. CRA Super or Pro Ignition system required for any package with rpm limits.

H. Crate Engines must follow JEGS Series rules including carb and ignition box. I. Driver / team are responsible for their claimed weight combinations “pre-tech”

Body

A. Late Model Template or Stock appearing bodies only. No Outlaw Body. B. Bodies may be Aftermarket or ABC and representing a specific make & model. 1. No outlaw, "Downforce", Dirt Style, square-sided body panels.

2. Steel, Aluminum, Fiberglass or Plastic panels are allowed.

3. Standard 5-star or AR pavement short track noses, roof, and rear bumper covers must be used and may not be cut, altered, vented, panned, flared etc. (Fenders, doors and $\frac{1}{4}$ panels MAY BE FABRICATED but must be similar in appearance to those produced by AR/5-Star for these rules).

4. The Five Star Next Gen body has been approved for competition.

5. AR revolution body re skin kit panels or bumpers are not allowed, this kit has not been approved by the A.B.C. Body advisory committee, CRA L, M,S, does allow with a 50 lb. Weight penalty.

C. All parts of the car must be high enough to roll over scale ramps and scales freely.

D. A pillar vent window may go no further back than 12" from the A-Post/Door corner and must go straight up at a 90-degree angle from the door.

E. The maximum front overhang measured from the centerline of the front wheels to the leading edge of the nose is 46".

F. 20 inches is the min. length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam

G. Noses must be centered on car and no wider than 79.5".

H. The maximum rear overhang from the centerline of rear wheels to the base of the spoiler is 47".

I. The minimum roof height is 47", measured 10" from front windshield.

J. The maximum rear $\frac{1}{4}$ panel height is 34.5".

K. The maximum body width at any point is 79.5".

L. The rear deck should remain relatively flat side to side and front to rear.

M. Spoiler must be centered on car and may not exceed 390 sq. inches (example: 6.5" x 60" or 6"x 65").

N. Rub rails may only be used if they are polycarbonate.

7. Additional Rules

A. A fuel cell is mandatory and cannot exceed 22-gallon capacity. Fuel line must be standard in its size and length. Fuel cell must have a minimum of eight inches (8") ground clearance, Fuel cell must be equipped with at least two Protective straps completely around the cell.

B. Fuel cell must be mounted securely behind the rear axle of the car, Cars must have a minimum 1/8" steel or aluminum plate between fuel cell and rear end, a similar plate at the rear of the fuel cell is recommended, safety bar at the rear of the fuel cell is mandatory, all fuel cell configurations must include a rubber type fuel cell bladder in a steel container. 3. Carbon fiber parts are not allowed.

C. A collapsible steering column is highly recommended.

D. 2-way Radios are allowed.

E. Spotter must also use Receiver.

2. Must be tuned to frequency 454.000

ABSENCE OF A PARTICULAR RULE DOES NOT ALLOW YOU TO ASSUME IT'S APPROVED