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Late Model and Late Model Sportsman Car Specifications

CAR SPECIFICATIONS:

LUCAS OIL AND WORLD OF OUTLAW LATE MODELS SPECS APPLY. The following is an excerpt from the Lucas Oil Late Model Rules for reference.

BODIES

- A.) Nose piece and roof must match body style of car.
- B.) All cars must have a minimum of one half inch (1/2") and a maximum of two (2") inches of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.
- C.) Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety.
- D.) Driver's seat must remain on the left side of the drive line.
- E.) Front window bars are mandatory.
- F.) Legible numbers, at least eighteen inches (18") high are required on each side of the car and roof.
- G.) No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
- H.) Body line must be a smooth even line from front to rear.
- I.) No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.
- J.) No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
- K.) No wings or tunnels of any kind are permitted underneath the body or chassis of the car. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, carbon fiber, or heavy gauge wire. Can run from rear of motor mount to in front of the four bar brackets not to cover bracket. Not to be above the top frame rail. Not to

exceed below the bottom frame rail.

L.) All body panels must be solid. No holes, slots, or air gaps are permitted.

M.) All non-approved bodies or any section/s of the body can or will be assessed a fifty pound (50#) minimum weight penalty at the discretion of the Technical Director.

N.) No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.

O.) Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one (1") inch in height above any part of the air cleaner. The scoop cannot be designed with fins or raised edges to direct airflow. The scoop cannot extend behind the rear of the air cleaner and must have a maximum width of seventeen inches (17") at the rear, with a maximum of ten inches (10") width at the front and cannot have more than one inch (1") opening in height at the front.

P.) No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jacks, trackers, MSD boxes or similar adjustable components of any kind are permitted inside the cockpit of the car. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit.

STOCK NOSE PIECES

A.) Nose pieces must be made of molded type material.

B.) Two (2) piece noses must be fastened together in the center. No spacers to gain width are permitted.

C.) The nose piece must be mounted so as not to alter its original shape. Nose piece will have checked with a template. Nose will be pushed against mounting supports to gauge its profile against template.

D.) Adding to the bottom of the nose piece in the front achieving lower ground clearance is permitted.

E.) A stock nose piece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward. (1" Tolerance)

F.) Front fender flairs must be made of plastic and cannot alter the original shape of the nose piece. The front fender flairs cannot extend beyond the front tire more than one inch (1") in width with wheels pointed straight.

G.) Front fender flairs must have collapsible support.

H.) Front fender flairs can extend a maximum of three inches (3") above the fender tops and hood.

I.) Front fender flairs can extend a maximum of four inches (4") above where the filler panel meets the hood.

J.) The nose piece must have a headlight decal package attached. One warning will be permitted and then the car must run contrasting color tape in the shape of a headlight.

ROOF AND ROOF SUPPORTS

A.) The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").

B.) The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").

C.) Roof must be stock appearing and mounted directly to roll cage with no spacers.

D.) Roof height must be between forty-five inches (45") and forty-eight inches (48") from the ground.

E.) The roof must be mounted parallel to body and near center of the car.

F.) A maximum one and one half inch (1.5") roll, turned downward, is permitted along the front edge of the roof. A maximum one inch (1") roll turned downward is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof).

G.) No odd shaped roofs permitted.

H.) All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17") at the top and forty-three inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top and forty-three inches (43") at the bottom and minimum fifteen inches (15") at the top and forty inches (40") at the bottom. The window area may be covered with clear Lexan or transparent material. Both roof support openings must be covered or both must be left open, if left open the openings must maintain a border frame of 2-3" at the top and sides and 3" at the bottom. Decals will be permitted but must meet the dimensions in the drawing and must be approved by the Technical Inspector. Maximum two-inch (2") radius (No Breaks) in either direction in rear roof side panels is permitted.

I.) Sail Panel Windows Openings must be a border frame of 2-3" at the top and sides and 3" at the bottom with no tolerance +/-0"

J.) All cars must have a minimum of three inches (3") and a maximum of four inches (4") between sail panel and spoiler side where they meet the deck.

K.) Front posts must be flat and in uniform width from top to bottom – four inch (4") maximum width.

L.) Any sun shields, four inch (4") maximum, must be able to hinge for easy exiting of car.

FRONT FENDERS AND HOOD

A.) Must be level and flat from left to right side of car.

B.) Fenders are not permitted to gain height from rear to front of car. Will check with a string from the top of the quarter panel at the spoiler to the top of the highest point of the fender. Must be flat (1" tolerance)

C.) No part of fender or hood can be outside of the body line.

D.) The front fender can be a maximum of thirty-six inches (36") in height. Height is measured vertically from the ground to the top of the fender behind the front tires.

DOORS

A.) Door to door cannot exceed seventy-six inches (76") in width at the top of the doors. (1" tolerance)

B.) Door to door cannot exceed eighty-two inches (82") in width at the bottom in the center of the car.

C.) Doors cannot exceed thirty-six inches (36") in height measured from the ground, 1" tolerance.

D.) At no point can the door sides break in towards the center of the car between the top and bottom measurements.

E.) The minimum ground clearance permitted is three inches (3").

QUARTER PANELS

A.) No offset quarter panels permitted. Must be equally tapered towards the center of the car.

- B.) Tire clearance from body must be a minimum of two inches (2"). No wheel skirts permitted.
- C.) At no point can quarter panel sides break in towards center of the car.
- D.) Right side quarter panel must be straight in line with the door or taper in a maximum of one inch (1').
- E.) Left rear quarter panels must extend downward from the deck a minimum of thirty-three inches (33") and a maximum of thirty-six inches (36") including the plastic. Measured at the front and rear of the quarter panel. Right rear quarter panels must extend downward from the deck a minimum of twenty-seven inches (27") without the plastic and thirty-one inches (31") with plastic. Measured at the front and rear of the quarter panel. One inch (1") tolerance.
- F.) Maximum length from Center of Rear Hub to End of Quarter Panel forty-eight inches (48"), 1" tolerance.

FRAMES

- A.) No aluminum frames or bumpers permitted in construction of car.
- B.) Minimum 103" - Maximum 105" wheelbase.
- C.) Rectangle or Square Tubing: The frame of all cars must be constructed of two-inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight-inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.
- D.) Round Tube Frame: The frame of all cars must be constructed of a minimum of one and three-quarter inch (1³/₄") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.
- E.) If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.
- F.) It is recommended that all cars be equipped with a tow hook or strap.
- G.) All battery supports must be braced in two axis - two horizontal and one vertical.
- H.) All frame and chassis components must be welded or bolted together. No sleeves, slip couplings. etc.

ROLL CAGES

- A.) Cars must have a suitable steel roll cage in driver's compartment, including headrest.
- B.) Side roll bars are mandatory and must extend into the door panels.
- C.) A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (1¹/₂") in diameter with a minimum thickness of ninety-five thousandths inch (.095").
- D.) Roll cage must be welded to the frame.
- E.) Roll cage must be above the driver's helmet. 38" minimum between floor pan and the bottom of the roll cage
- F.) No "fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round tubing only.
- G.) Roll cage padding certified to SFI Spec 45.1 is required anywhere the driver's helmet may contact the roll cage while in the driving position.

INTERIORS

- A.) Interior is permitted to be dropped to the middle of the car a maximum of five inches (5") below the top of doors and a minimum of twelve inches (12") below the roll cage.
- B.) Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car, not creating a "lip effect".
- C.) Interior must run in a straight line from behind the driver's seat to the rear spoiler.
- D.) If interior is flat through the car, it must maintain a twelve inch (12") clearance from roll cage for easy exiting from either side of the car.
- E.) All cars with interior panels must at NO point in the car be over three inches (3") in height. The portion of the panel running beside the driver must taper to zero or end in line with the steering wheel.
- F.) If interior is dropped at firewall, that portion of the firewall must be filled for safety reasons. Dropped Interiors will be monitored by the Technical Director and his calls on dropped interiors are final.

SPOILER

- A.) Rear spoiler must be manufactured of material of adequate strength, such as Lexan or Aluminum.
- B.) Rear spoiler material maximum eight inch (8") height measured from deck to tip of material. Maximum seventy-two inch (72") width.
- C.) Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D.) Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E.) Maximum of three (3) rear spoiler supports. Option of two (2) additional one-inch (1") aluminum braces.
- F.) Spoiler supports cannot be mounted wider than the top of the quarter panel.

FUEL SYSTEMS

- A.) 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 two (2) 1/8 x 2" steel straps.
- B.) A firewall must be installed between the fuel tank and driver's compartment.
- C.) Gasoline or Alcohol only. Nitrous gases or other nitrate additives are not permitted.

CHASSIS

- A.) No titanium chassis or suspension components
- B.) No titanium fasteners

TRANSMISSION, CLUTCH, AND REAR END

- A.) Any transmission with working reverse and working forward gears is permitted.
- B.) Manual transmission must be equipped with an operational clutch.
- C.) Automatic transmissions are permitted.
- D.) The transmission must be mounted to the rear of the engine and lead to one drive shaft.
- E.) No "live-axle" rear-ends are permitted.
- F.) No independent rear suspensions are permitted.

G.) All rear-ends using a cable to lock-in the rear-end must have the cable mounted outside the cockpit area and not in reach of the driver.

DRIVE SHAFTS

A.) All drive shafts must be a minimum of two inches (2") in diameter. All drive shafts must be painted silver or white.

B.) Only one drive shaft is permitted.

C.) The drive shaft must be protected with a secure drive shaft hoop or sling.

TIRES

A.) Largest permitted tire is twenty-nine inches (29") by eleven inches (11") by fifteen inches (15").

B.) Maximum circumference permitted is ninety-three inches (93")

C.) Maximum cross section width permitted is sixteen and threequarters inches (16 $\frac{3}{4}$ "). E.) During technical inspection, the hoop must pass over the tires freely.

D.) No tire softeners, no conditioners, no altering of tires with any natural or unnatural chemicals, no hazardous or unhazardous components or chemicals which alter the factory set baseline settings of a given tire.

E.) All sidewall markings must visible at all times. No buffing or removing of the compound designations.

WHEELS

A.) Steel or aluminum are allowed.

B.) Wheels must be mounted with lug nuts: no knockoff mounting devices are allowed.

C.) Maximum wheel width is fourteen inches (14").

D.) Maximum width outside of front tires is ninety inches (90").

E.) Maximum width outside of rear tires is eighty-eight inches (88").

BRAKES

A.) Must be equipped with sufficient four (4) wheel braking system.

B.) On track three wheel braking is allowed.

C.) No titanium or carbon fiber brake rotors are permitted.

SHOCKS AND SPRINGS

A.) Shocks must be constructed of aluminum or steel. Canister shocks are permitted. The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.

Compression adjuster and/or canister cannot be mounted within the reach of the driver.

B.) No cross connected shocks are allowed.

The only external connection allowed to the damper is a single hose to a single remote canister with the option of a compression adjuster in the canister.

Compression adjuster and/or canister cannot be mounted within the reach of the driver.

C.) No "RodThrough" designs are allowed. "RodThrough" shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.

D.) No Inerters are allowed No rotating parts inside the damper. No Inerter style

dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices not permitted.

E.) No Electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers. No portion of the racecar including and not limited to shocks and spring components or chassis components may have the ability to communicate transfer/transmit/receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device/phone/computer/tablet/ipad or a mechanical remote device.

F.) Any new chassis design or component designs pertaining to and/or but not limited to shock absorber mounts must be submitted to the Lucas Oil Late Model Dirt Series for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before in-statement of new part is permitted.

G.) Springs must be made of steel. Torsion bars are not allowed in rear.

H.) Coil springs must be steel. Leaf springs may be composite or steel.

I.) Shock Locations Only one shock per wheel is permitted at the left front, right front, right rear corners. Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket. One 5th Coil Shock permitted. One 90/10 optional shock may be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within 3" of the centerline of the rear ends center section.

J.) Drop Chain (limiting chain) is permitted. Must mount vertically between frame and a clamp bracket.

K.) Bump stops and/or bump springs are permitted.

L.) Suspension covers are not allowed. Rear covers on racecar are not allowed outside of your pit area. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.

M.) A Swing Arm and/or Z Link suspension is permitted as long as the Top and Bottom solid links are mounted on hiems and run in the opposite directions of the bird cage. The Shock on a Swing Arm or Z Link rear suspension may mount to the bird cage or the bottom radius rod.

SUSPENSION COMPONENTS

A.) Any new chassis design or component design and or technology pertaining to and/or containing suspension must be submitted to the Lucas Oil Late Model Dirt Series for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before instatement of new part is permitted.

B.) Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted.

C.) Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. ie Floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.

D.) Bolted components must match the correct bolt size with the hole (for instance no

3/8 bolts in a 1/2 inch hole will be deemed illegal) and be torqued to a min of 40 foot pounds per inch

E.) Rear Suspension Mounts. Single sheer mounts must be 1/4" minimum steel and/or 1/2" minimum aluminum. Double sheer mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum. Sheer mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only. Double sheer mount must be no wider than 4 inches with a minimum 1/2" inch grade 8 bolt with steel or aluminum spacers only.

F.) Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.

G.) Lift Arm & Pull Bar- Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed. Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shockspring coilover combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car. 6th coil or braking spring assemblies are permitted, must be in front of 5th coil shock. Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).

H.) Radius Rods - All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shocktype radius rods are permitted. Radius Rods must be a minimum of 1" diameter OD. Rods can be round, square, or hex shaped. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness. Heim joints must be a minimum 5/8, and a maximum 3/4" steel heim. No rubber bushings. ONLY Two (2) radius rods per side. Radius rods must be spaced on the frame a minimum of 6" Radius rods must be spaced on the birdcage a minimum of 6" and a maximum of 12" Measurements will be made from center of each radius rod bolt.

I.) Birdcages may consist of multiple barrels but must bolt or weld together to work as single barrel birdcage. Limited one birdcage (1) per side. Shock(s) and radius rods must mount to the birdcage. Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the birdcage must be bolted or welded solid.

REMOTE CONTROL SUSPENSION DEVICES

A.) NO "in cockpit driver controlled" suspension devices permitted. NO weight jacks of any kind permitted. (This includes fifth [5th] coils, etc.). ANY driver using "in cockpit driver controlled" suspension devices or weight jacks WILL BE DISQUALIFIED FROM COMPETITION!

MUFFLERS

A.) Exhaust is not permitted to be directed towards ground. Exhaust must be parallel to the ground.

TRACTION CONTROL DEVICES

A.) All Traction Control Devices are strictly prohibited during any form or portion of an event, race or practice/test session.

B.) All traction control devices, whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin, are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.

C.) At NO time during the season and will there be any type of ping control devices, dial a chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitor's race car. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any race car.

D.) A competitor found with any of the above mentioned will lose the complete device permanently and will lose all points earned to that point in the season. NOTE: A competitor may be asked for his electronic ignition at any time by the Technical Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.

E.) GPS and/or any other type of electronic tracking and/or locating device will not be permitted for any reason.

E.) Hagerstown Speedway officials reserve the right to change and/or alter rules and procedures at any time. ALL OFFICIAL DECISIONS ARE FINAL!

MISCELLANEOUS

A.) All crews must carry an operable fire extinguisher of 20 pounds marked with the car number in 2 inch numbers/letters in the rear of their transporter, capable of extinguishing gas and oil fires.

B.) No car will qualify without Tech Inspector approval.

C.) All cars must be available for inspection prior to the advertised time of the driver's meeting.

D.) Following the drivers meeting, covers of any type are prohibited until the feature is completed.

E.) All race cars are subject to inspection by officials at any time. Must be available to tech before, during, or after racing programs.