

2020 SMS LM Sportsman Rules



This division is intended to be an entry level, affordable Late Model Division.

Body Rule:

Lucas Oil Series Body Rules

Engine A: 604 or 602 GM Crate

Must remain stock as they came from GM. Must remain as listed in GM technical manual p.n. 38958668. Fastrak and Durrence Layne specs are legal. Rebuilt motors are allowed. Seals not required.

Weight: 604- 2350lbs minimum

602- 2250lbs minimum

Engine B: 362 max cubic inch

Weight: 2400lbs minimum

Block:

GM Cast Steel Block. No aftermarket blocks.

One or two piece rear seal, no block lighting, no splayed main caps

All Components must remain in stock location

No raised or oversized cam journals

No oversized lifters. (.842)

Max bore 4.065 Stock

stroke 3.480

Heads:

Any Steel GM 23 degree head

Steel aftermarket heads allowed - add 25lbs

Angle milling allowed, not to exceed 1 degree

All heads must remain as cast

Steel valves only - no titanium or other materials

Undercut stems allowed - no hollow stem

Max valve size 2.02/1.60 Must remain

11/32 stem diam.

60cc minimum limit on combustion chamber – 195cc max limit on intake runner

No porting, polishing, grinding excessive deburring in any breathing area

No shot peening, no media blasting

Heads may be deburred on outside areas only

Valve spring pockets may be machined – Max spring pressure 105lbs at seat

Multi-Angle valve job permitted machine cut only

Max .900 below seat measurement to start at bottom of second angle or 45 degrees

No hand blending allowed

All angles must remain concentric with valve guide

May be machine for push rod clearance

No shaft style rockers, stud style only

No raised runners **Intake Manifold:**

Intake must be cast aluminum

Porting or polishing not allowed

Two piece manifolds not allowed

Intake manifold must be cast with no spacer plates between the head and the manifold itself. No fabricated intakes.

Rods:

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

Oiling Systems:

No dry sump
No vacuum pumps
No external pumps

Crankshaft:

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

Cam - Lifter:

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

Carburetor:

ENGINE A OR B
One 4-barrel 4150 style, gas or E-85.

Distributor:

Any ignition
No traction control
No crank triggers
Electronic boxes buy rule \$300

Headers:

No "Tri-y" style allowed. All headers must be standard 4 into 1 style. No stainless headers. Header
buy rule - \$300

General:

103" wheelbase minimum – 1" tolerance

Stock front clip cars will receive 50lb weight break

All pumps and pulleys must be mounted in the standard location on the engine.

Rear-end mounted power steering pump ok. Add 25 lbs.

No bell housing mounted pulleys. No electric fans.

No adjustable suspension devices mounted in the driver's compartment. Brake adjusters are permitted.

Shocks: Oil or gas, must be non-adjustable, no external reservoirs permitted, shocks may be steel or aluminum. Any
shock may be claimed for \$200 coil over kit not included.

Any drive shaft - must be painted white

Standard steel axles only, no titanium axles. Axles may be solid or gun drilled.

Hubs must be standard style aluminum or steel. No light weight hubs. No magnesium or liquid filled hubs permitted.

Brake rotors must be steel. No lightened or cut rotors. Brake rotors can be solid or drilled.

All suspension components must be made of steel or aluminum, no titanium or carbon fiber parts.

Rear radius bars must be solid, no spring rods.

Transmissions must be steel or aluminum. Must have working forward and reverse. Ball-spline trans - add 25 lbs.

Tire Rule:

Front Tire - Any

Both Rear Tires must durometer minimum 55 before qualifying and feature race. Wheels – 14" wide maximum - Steel or Aluminum only.

Must race and qualify on same RR tire. Tire will be marked by officials. In the event a RR tire is changed after qualifying for any reason, driver will start from rear of feature. Changed tire must be approved and marked before driver rolls out for feature event.

No treating or soaking of tires in order to alter the compound of the tire is permitted.

FUEL BURN OFF

1lb per lap with 10lb total tolerance allowed.

General Rules:

1. Tires must have all numbers and name on the tire. No grinding off numbers or names.
2. Engine set back will be 6 inches from center of top ball joint to the most forward spark plug – ½" tolerance
3. Weight may be added at the discretion of track officials
4. Any gasoline will be allowed. No alcohol. E 85 gasoline will be allowed.
5. Weight and motor must be posted on right side A pillar (example, B-2400#, 602-2250#,etc.) *Claiming of incorrect weight/motor combination will result in immediate disqualification.

*Drivers who have won a feature event in SLM or LLM competition at **Smoky Mountain Speedway** in the past two seasons are not eligible to compete in the Sportsman division. A driver is allowed to race in more than 1 class on the same night with different cars but must purchase an armband for each class.

Time limit on tear down must be done in a timely manner. Track official will monitor this. If the official declares that this has not been done in a timely manner, the track official reserves the right to dis-allow protest. Visual protest cannot be made after feature event.

The track reserves the right to confiscate any suspension or engine component to prove its legality.

The track reserves the right to amend, delete or change rules in the interest of competition.