



2022 Late Model Sportsman Rules

VERSION 1.0

BASE WEIGHT

- a) The base weight will be 2800 pounds. 2850 pounds with 23-degree aluminum heads. 2700 lbs for Box Stock 604 Factory Sealed & Unaltered (2750 lbs w/ CRA legal updates. Must run 6400 rpm chip, CRA legal Jegs carb and meet all Jegs Crate rule requirements with the exception of no restrictor required). All weights pre-race, race-ready.
- (i) If claiming 2800 lbs, minimum right side weight will be 1120 lbs pre-race, race-ready.
 - (ii) If claiming 2850 lbs, minimum right side weight will be 1140 lbs pre-race, race-ready.
 - (iii) If claiming 2750 lbs, minimum right side weight will be 1100 lbs pre-race, race-ready.
 - (iv) If claiming 2700 lbs, minimum right side weight will be 1080 lbs pre-race, race-ready.

TIRES

Hoosier F70

Tire soaking and/or any other type of tire tempering is prohibited.
Steel 8" safety racing wheels with 1" lug nuts.

Maximum tread width is 78" measured at wheel bead at spindle height using official COS Referee.

Tire Impound and Purchase Rule

- a) All tires used in competition at COS in Outlaw Super Late Models, Late Model Sportsman and Modified's will be impounded for the season at designated COS impound area. Tire and wheel assemblies will be released when pit gates open and must be returned to impound no more than 30 minutes after feature event completion.
- b) COS impound area will be identified to each competitor upon registration and will be in an enclosed, secure structure.
- c) Opening night, all division competitors will be allowed to purchase 4 new tires. Tires will be marked on the inside, serial numbers recorded, and a unique COS stamp will be utilized on the sidewall of the tire for quick identity purposes. These tires will be known as Certified Tires. These 4 Certified Tires will be required to be the only tires used in competition opening night. Any tire used in competition other than the 4 Certified Tires purchased on opening night **MUST** be approved by Race Director.
- d) **Certified Tires will be the only tires allowed on track in Outlaw Super Late Models, Late Model Sportsman and Modified divisions. This includes any and all on-track competition including but not limited to: qualifying, heat races and feature events.**

- e) All Certified Tire and wheel assemblies that are intended to be used in future events will be required to be impounded 30 minutes upon feature event completion. A COS Certified Tire official will release and accept all tires from the impound facility. Signatures in/out will be required. Any tire/wheel combination that is not impounded 30 minutes upon feature event completion will become *un-Certified* and disallowed from future events. Competitor will be required at next race event to purchase at least 2 scuffed Certified tires and start from the rear of the field in all scheduled races for that race event. Scuffed tires are scuffed by COS staff.
- f) 6 Certified wheel and Tire assemblies may be impounded per registered car after opening night. All wheels will be required to have the car # on them in an identifiable place. No transferring of Certified Tires from one registered carto another. Each Certified Tire will be unique to a registered car number. Any deviations from this policy will require COS Race Director approval.
- g) Only 2 tires may be purchased and Certified per race event. If no tires are purchased for an event, the following week only 2 tires will be allowed to be purchased and Certified.
- h) COS will have full inventory of scuffed tires for traveling division drivers and new COS registered drivers to purchase after opening night in addition to 2 new weekly Certified tires. These heat cycled tires will be comparable to the 2 used tires the rest of the division will be using. Tires are scuffed by COS staff.
- i) In the event of a flat tire, teams may utilize one of the two additional Certified Tires allowed in impound. In the event a team requires more than the two additional Certified Tires, COS Race Director must approve any additional tire installed on car. This will only occur at Race Director's discretion, and should only occur in an extreme circumstance. Additional Race Director approved tires will be subject to full inspection, including but not limited to laboratory testing for alterations from factory.
- j) Any tire that requires dismounting or breaking of the bead must be performed in the presence of COS division official.
- k) **There will be NO TIRE SOAKING OR ALTERING of any kind allowed in any division at COS.** The Tire Impound and Purchase Rule is designed to be a cost saver for the racer and allow fair, competitive racing for each team.
- l) Alteration of a tire(s) is not permitted and defined as changing the physical and/or chemical composition of the tire by cutting, grinding, buffing, warming, cooling, or the use of chemicals whereby the tread area or the interior surface of the tire is changed from the manufacturer's specifications; alteration or defacing of the tire identification numbers, labels, code numbers or serial numbers. Any violation of this nature causes the tire to be deemed ineligible for competition.
- m) All Certified tires must be kept in the vicinity of the racecar while parked in the pits. At no time may a Certified tire be taken into a trailer or become out of common visible site of the pit slab or fellow competitors. Tires are to remain uncovered at all times.
- n) Tires may be inspected at any time by COS officials. This includes but not limited to: Breaking down of tire, durometer testing, sample removal for testing at official COS tire testing laboratory. Any tire deviation from factory will result in immediate suspension, loss of all event purse winnings, event points and a strict reinstatement process to be determined by COS Race Director. All COS Race Director decisions are final.

BODY

- a) A full template body will be required to run this class.
- b) No steel OEM bodies. ABC body measurements will be the guideline for this class.
- c) All cars will have an unaltered template tail and nose piece mounted with the same dimensions and height as an ABC body. Use the following link to obtain all body measurements:
https://www.fivestarbodies.com/store/downloads/dims_ABC.pdf.

- d) 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”.
- e) Aftermarket template fenders, quarter panels, hood and an unaltered full-size template roof, complete with unaltered template C Pillars are required.
- f) No offsetting of the roof on the body; the roof must be centered on the car from side to side.
- g) Downforce body panels of any kind are prohibited; must be square with the chassis.
- h) Fabrication of the remaining body parts are permitted; however, they must appear to be stock.
- i) A full front windshield and rear windows are required.
- j) The rear window and the rear spoiler must be completely see through.
- k) The front vent windows will be 12” maximum measured along the top of the door.
- l) Template style spoiler, 6.5” tall x 60” wide, mounted with template style mounts.
- m) All body measurements off the ground will be measured with the driver in car.
- n) 5 star new template design Mustang, Camry and Camaro designs for 2019 allowed.

GRILL OPENING/AIR BOX

- a) No downdraft air boxes are allowed. A clear opening will be cut out and air must pass through the original OEM grill location and size.
- b) The air box must have four sides.
- c) No portion of the air box will be wider than the radiator; the maximum width of the air box will be no wider than 32”.

SUSPENSION

- a) The rear end may have a 3 or 4 link suspension.
- b) The rear end may be locked; rear disc brakes are allowable.
- c) A drive shaft hoop is mandatory.
- d) Screw jacks or load bolts are optional.
- e) Full size springs or 2.5” coil overs are allowed.
- f) Aftermarket top A-Frames are permissible.
- g) An aftermarket front center link is permissible.
- h) Slider mounts are allowable.
- i) Shradder valves on shocks are allowed. Single rebound external adjustment allowed. Cannister Shocks or External Double adjustable shocks are not allowed.
- j) **ABSOLUTELY NO TRACTION CONTROL! THIS WILL BE CHECKED!**

ENGINES/DRIVE TRAIN

- a) The engine setback will not exceed 4" from the center of the top ball joint to the center of the farthest forward cylinder.
- b) Cast iron or aluminum 23 degree heads and cast iron block.
- c) Cast iron or aluminum intake is allowable.
- d) Headers are allowable.
- e) No dry sump oil systems or external pumps of any kind.
- f) Any 2 or 4 barrel carburetor is permissible.
- g) Automatic, manual or racing transmissions are allowed.
- h) 23* aluminum heads are allowed with a +50 lb base weight penalty.

WHEELBASE

- a) Minimum wheelbase of 101".

COCKPIT

- a) If the stock firewall and/or floorboard are removed, the driver's floor and foot box will be 1/8" steel minimum.
- b) Apart from brake bias adjustment, cockpit adjustments of any kind are prohibited
- c) The fuel line must run below the driver's compartment.
- d) A fuel cell is mandatory with approved guard, the cell must have 8" ground clearance.

