



2026 HOBBY SPORTSMAN LATE MODEL RULES

Full tube frame cars and clip cars (stock front clip, tubing rear)

THIS CLASS IS MEANT TO BE A DEVELOPMENTAL LATE MODEL CLASS. Any driver that has won in any late model feature except Hobby Sportsman or 602 beginner, ETC. is not eligible for this class. This includes any of our neighboring tracks. It is at Sugar Creek Raceways discretion whether a driver may enter this class. After three wins in the Hobby Sportsman Division, at the tracks discretion, the driver may be asked to move up. If asked to move up and the driver refuses, The driver will start at the rear of the field for the remainder of the seasons features.

BODY.

- All Lucas body rules apply.
- Minimum wheelbase 103”.
- Maximum spoiler height 8”.
- Clip Cars (stock front clip, tubing rear) allowed. 10” maximum spoiler height

WEIGHT.

- Built engine or non-sealed crate – 2400 pounds. Non-sealed crate will be teched as it came from GM
- 604 Crate Sealed – 2300 pounds
- 602 Crate Sealed – 2200 pounds
- Ford 302 (306 cubic inch or less) – 2200 pounds

WHEELS.

- Fourteen inch (14”) Aluminum or Steel wheels.

TIRES.

- BOTH FRONT TIRES ARE OPEN
- L/R American Racer Pro2
- R/R American Racer Pro2 or Pro4
- No chemical treating of tires allowed. Track will take rubber samples at random.

SHOCKS

- No adjustable shocks allowed.
- Shock buy rules \$300 per shock.
- No coil over it, spring, etc.
- Buyer must finish in Top 3 and be on lead lap of same event to be eligible to buy shocks.

● SUSPENSION/STEERING.

- Non-adjustable oil or gas shocks permitted.
- No remote reservoir or canisters.
- Stacks allowed.

FUEL.

- Racing gas or E 85 only. No alcohol. No nitrous oxide. No other fuel additives. No CHP, no MTBE.
- Track has discretion to obtain fuel samples and send to independent lab for testing at any time.

FUEL CELL

- All fuel cells MUST be mounted inside a 20-gauge metal box supported by two (2) 1/8 x 2" steel straps mounted inside the protective structure of the vehicle.

TRANSMISSION.

- Any transmission. Must have working forward and reverse gears
- Any driveshaft. Carbon fiber strongly recommended.

REAR END.

- Any

ENGINE.

- All engines – Setback 6" with 1" +/- tolerance.

NON-CRATE.

- Maximum 362 cubic inches
- OEM or aftermarket blocks. Aftermarket blocks must have standard cam location and OEM cam journal size. Max bore is 4.070"
- Crank must be a minimum 48 pounds including crank gear. 3.480" stroke GM. Ford may run 3.4 stroke "347" 48 pounds minimum crank weight. 351W 3.50 stroke. With a rod journal minimum diameter of 2.100" Cranks may be turned up to .030" for crank repair.
- Steel rods only.
- Flat top pistons only with .927" minimum wrist pin diameter. Must have rings in minimum 3 grooves. Small block Chevy/Ford aftermarket heads ok. Ford may run N head. No raised runner heads. No aluminum heads. No porting, polishing, shot blasting or acid etching allowed. No exceptions. Heads must be 23 degrees GM. Ford 11 degrees with ½ degree tolerance. Heads may be flat or angle cut.
- OEM heads may be ported and angle cut.

- Steel or stainless steel only. No titanium valves. Maximum intake size 2.020” with a minimum weight of 109 grams. Exhaust 1.600 94 grams. 1 1/32 stem only. Stud girdles ok. No shaft mount rockers. Flat tappet cams only. No ceramic lifters.
- .842 lifter bore size only
- No raised cams, OEM journal size only.
- No external oil pumps.
- No aluminum oil pans.
- Rear mount fuel and steering mounts permitted.
- Any intake allowed.
- One 4150 series carburetor only. Must be needle and seat type.
- 2” maximum carburetor spacer allowed.
- MSD boxes and distributors are ok to use.
- No Tri-Y headers.
- No Titanium parts are allowed ANYWHERE.

GM 604/602 CRATE ENGINES

- Sealed or not must be as they came from GM.

PROTEST.

Protest Fees.

- \$1000.00 complete tear down for built engine or unsealed crate
- \$1400 for complete tear down sealed crate engine.
- \$400 – remove 1 head – check head bore and stroke, valves and head
- Tires and fuel-\$150.00 per sample, non-refundable
- Track retains 30%

MISCELLANIOUS

- Raceceivers are **MANDATORY** at **ALL** times a race car is on the track Any driver without an operating raceceiver on their person will be sent to the pits. No exceptions.
- Transponders are **MANDATORY** during heat races, qualifying, and/or features. Any car rolling onto the track without a transponder will be sent to the pits