

LACROSSE FAIRGROUNDS SPEEDWAY

2026 RULES

NASCAR SPORTSMEN

Updated 1/30/2026

The 2026 rules for the Sportsmen have been drafted to allow more teams to participate, and to coincide the rules package with other race tracks in the Midwest. The rules as outlined below will be applied to all cars. The Speedway may change any rule at any time in an effort to maintain equal competition or improve safety.

BREAK OUT RULES: This class will have an established time of 21.700-22.100 seconds per lap for competing on the 5/8th's Mile. Teams are allowed to "break out" (turn a lap faster than the established break out time) twice during a race event. The third time and the car will be disqualified for that event. You CANNOT "break out" on the last lap of the event. Do so, and you are disqualified. (Sportsman, Mid-American, Vintage, Trucks, 602 Late Models and Modifieds are welcome as well as any other car that meets the rules of this class).

A lap faster than .300 seconds of the established break-out time will result in an immediate disqualification. These rules are subject to change.

<i>Established Breakout Time</i>	<i>Immediate DQ Time</i>
21.700	21.400
21.800.....	21.500
21.900.....	21.600
22.000.....	21.700
22.100.....	21.800
22.200	21.900

GENERAL SPECIFICATIONS

1. BODY AND APPEARANCE

1. No 'ABC' or newer release Late Model bodies allowed.
2. Cars must have full roof.
3. Stock hood must have reinforcements removed. Fiberglass hood allowed (no light weight).
4. Spoiler may not extend outside body by more than 1".
5. Bumper ends must be capped and not extend past body.
6. Stock or Lexan windshields, (1/8" minimum thickness) required, all other windows (if used) must be of Lexan. Dirt cars without windshield must have sufficient driver protection bars.
7. Body must be within 2" of outside of tires.
8. Numbers 18" high required on both sides and roof (readable from right side).

9. 1" square rub rails maximum allowed, mounted within 3" of ends. Ends must be tapered, capped, and ground smooth.
10. One interior wing mirror and one exterior spot mirror allowed.

SEATS- BELTS- DRIVERS COMPARTMENT- INTERIOR TIMING DEVICES

1. Approved aluminum driver's seat required. Seat must be fastened to frame/roll cage and located so that the centerline of the seat is at least 15" from driver's door bars. Properly installed headrest support required. Rib rest must remain flexible. Shoulder supports on right and left sides of seat and head support on right and left are recommended.
2. Safety belts must be dated within last 5 years. Minimum 3" wide lap belt, 3" wide shoulder harness and submarine (crotch) strap required. Belts must be anchored to roll cage or frame. Belt anchoring's must swivel or be bolted solid pointing in same direction as when driver is belted in. Grade 5 bolts and hardware required. Shoulder harness must not be anchored lower than 2" below driver's shoulder height. 6-point belts (double crotch strap) are recommended.
3. Driver's compartment must be completely sealed off from engine compartment and fuel container and must be constructed to allow access to driver from right side by emergency personnel. Padding required around driver including steering post. Securely mounted fully charged fire extinguisher with visible dial type gauge required,
4. The window net may be a ribbon or mesh type window net with seat belt buckle release required. Window net must be permanently mounted to driver's door bars with buckle toward front roll cage upright and near roof. Clearly labeled push-pull or toggle type kill switch accessible from either side of car required.
5. Steel firewall and floor pan required on driver's side, (foot box style is OK). Passenger side interior can be tinned over from top of driveshaft tunnel to passenger side door bars.
6. No suspension components including stabilizer bar can be adjustable from the driving compartment. No carbon fiber interior components will be allowed

2. CHASSIS

1. Stock stub and fabricated frames allowed to compete.
2. In order to be considered Stock frame/chassis it must be an American made passenger car, complete stock steel frame must be retained to a point meeting or surpassing the firewall. Replacement with square tubing allowed rear of that point.

3. Fabricated chassis must use a unaltered GM 602.
4. 4" minimum ride height with driver in vehicle.

3. ROLL CAGES

1. All cars must have a welded and gusseted 4- or 6-point roll cage made of minimum 1 3/4" x .090" wall tubing or equivalent. Roll cage must have four uprights properly welded to frame. Right side of roll cage may not be located inboard more than right rails of front and rear stubs. Main roll hoop must be behind driver and contain a diagonal bar. Cage must be reinforced from left to right with bars under the dash and behind driver in main roll hoop. At least two bars must extend from main roll cage rearward to frame kick-up or beyond. A minimum of four equally spaced horizontal bars required in driver's door, three in passenger side door. Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect bottom door bar to frame rail. All welds in cage and door structure must be gusseted. Driver's foot protection bar required. Left side door bar deflector plates of at least 1/8" steel required. Front hoop must connect to front roll cage uprights. Uni-body roll cage construction: contact competition director for guidelines.

4. SUSPENSION

1. Any stock appearing, non-progressive, magnetic steel spring with a maximum cost of \$100.
2. Steel or aluminum bodied, non-adjustable shocks with a maximum cost of \$200, KONI 30 Series shocks allowed. No bump-stop or rebound limiting suspensions allowed.

5. STEERING

1. Regionally accepted components for this level of racing will be allowed, call with questions.

6. SPINDLES – HUBS

1. Regionally accepted components for this level of racing will be allowed, call with questions.

7. BRAKES

1. Four-wheel brakes required at all times.
2. One brake bias adjuster (proportioning valve) allowed.
3. "Wheel fans" and brake blowers are allowed.
4. Floor mounted pedals allowed.

8. WEIGHT

1. Minimum including driver: 2900#s
2. Maximum 60% left side weight All weights must be properly anchored to, but not below bottom of frame rail. Ballast must be painted white and lettered with car number. No tungsten, lead shot, ball bearing type, or liquid type allowed.
3. No moving weight or weight moving devices allowed.

9. WHEELS

1. Aftermarket made for racing, steel wheels required, 8" maximum width.
2. Wheel studs must be long enough for threads to show on outside of lug nuts.

10. FUEL AND FUEL CONTAINER

1. Fuel cell required.
2. Fuel cell must be located behind rear axle between frame rails as far from rear bumper as possible.
3. Minimum 11-gauge (.120") container around sides and bottom of fuel cell required. Bottom of fuel cell must be at least 10" from ground. Fuel cell protection bar, 1 3/4" minimum diameter, required and must extend below fuel cell and be braced back to main frame. All vents must have valve to prevent leakage in a rollover situation. Filler tube extensions not allowed. Inlet cannot be on right side of cell. Outlet must be on top. All fuel cells and associated protection bars will be vigorously inspected.
4. Steel or made for racing fuel lines only (no aluminum), must be located outside driver's compartment.

11. TIRES

1. This class Stock chassis may utilize any treaded Hoosier Racing Tire which properly mounts on an 8" or narrower wheel.
2. Any fabricated chassis must utilize Hoosier 890 Tire.
3. Chemical treatment (softening) is not allowed. Tires must be at least 1/32 off of new tire depth measurement
4. At least three tires must measure at least 5/32" tire depth measurement
5. Tires must be purchased from approved tire retailers.

12. ENGINES

1. All engines: oil pan may be no lower than bottom of cross-member. Options to correct are add to bottom of cross-member with square tubing or raise motor.

2. Crate Engines: GM 602 Crate Motor (P/N 19258602) is the only crate motor allowed and must be used as produced from factory. 602 allowed on all chassis, fabricated chassis MUST utilize 602 Crate Motor.
3. V-8 cast iron blocks and heads only. OEM type, mechanical fuel pump, in original location, required. Open Engine can only be used with stock chassis.

CARBURETOR

1. Limit of one carburetor. Steel or made for racing fuel lines required, metal fuel filter required.

EXHAUST

1. Exhaust must remain under car body.
2. All cars 96 decibel max. Effective mufflers required.
3. Collector or muffler must be located rear of engine.
4. No car expelling flame, smoke or backfiring allowed

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13. RADIATOR AND FAN

1. Any production radiator permitted. Under the hood in-stock location that does not require any body modifications is acceptable.
2. Radiator overflow catch can mandatory and must be mounted forward of firewall.
3. No antifreeze allowed; water only. \$20.00 penalty if found in car.

14. ELECTRICAL SYSTEMS

1. Battery must be enclosed and secured to frame and located behind driver.
2. Only 12-volt systems allowed.

15. DRIVE TRAIN

1. Aluminum or steel driveshaft required.
2. Steel driveshaft must be painted a bright reflective color.
3. Safety hoop required on front half of driveshaft. Driver must be protected from driveshaft entering into driver's compartment.
4. All rear end plugs must be safety wired.

MISCELLANEOUS

1. No on-board timing devices allowed.
2. TRANSPONDER— Mandatory, with location of transponder 94" behind front edge of nosepiece.
3. RADIOS – Two-way communication between driver and pits not allowed. One-way scanners or receivers are required 454.000.

16. LAP TIMES

1. This class will have an established time of 22.000 seconds. The feature winner will roll/draw to determine the next established time from 21.700 to 22.100 ~~21.800 to 22.200~~ which will be effective the next week the class is competing. (Subject to change)
2. Drivers will be allowed two (2) 'Mulligans' per race in which they can be under the set time, at that moment they will be warned but able to maintain their running position on track. If driver surpasses the established break out time third mark again in the same race, they will be disqualified from the event and scored and paid at the rear of that event. Any driver turning a lap faster than the established break out time on the *last lap* will be relegated to the rear of the field and scored in that position. *A lap faster than .300 seconds of the established break-out time will result in an immediate disqualification. If disqualified, car must return to the pits.*
3. Race line-ups will use qualifying as a basis. A dice roll, plus an inversion of up to 6, and the previous events finishing positions will determine feature line ups. Non -current season- feature winning cars may be placed higher up in the starting grid. Heat races will be based on qualifying and inverted.
4. No brake checking at any time.

17. MINIMUM SPECIFICATIONS.

It is required that race cars have an approved fire extinguisher with its equipment within ready reach for any emergency. Pressure-type metal containers used as part of a fire extinguisher system will only be approved for installation and discharge in the driver's compartment in conjunction with the fire extinguisher system. The container cannot be concealed in any manner, and there is a limit of one container for each fire extinguisher system.

Sportsmen Technical Questions – Contact Barry Folgate 608-344-0338

END OF SPORTSMEN RULES SECTION