

# SUPER LATE MODEL 2011 SEASON RULES

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## **Inspection:**

All cars are subject to inspection, anytime, before, during or after a race. Officials reserve the right to disqualify cars, require changes, confiscate illegal parts, etc. and the decisions of the officials will be final. Any interference with any official(s) and his/her duties will result in an automatic disqualification. Official's decisions will be based upon fair play, safety, and to protect the 'Spirit of Stock Car Racing'. Disqualification (except weight violation) is retroactive to ALL previous events competed in that race meet. Non-compliance with the specification outline herein will subject the participants (owner/driver) to disqualification. Furthermore, all non-complying components will be seized by track officials. Any driver/owner refusing to allow the track officials to inspect a car, will lose points and money earned and will have the car attempting to be inspected confiscated. (The entire car, until inspection is performed with crew chief and driver present) Owner/driver must provide tools.

## **Master Power Switch:**

Master Power Switch is required and must be located in the middle of the car, within the easy reach of the driver and safety officials from both sides of the car. Ignition systems must be 12 volts.

MSD boxes may be switched by track from car to car or swapped with track's house MSD box.

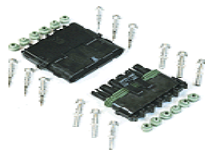
## **MSD Box:**



MSD 6A  
MSD 6T  
MSD 6AL  
MSD 6ALN  
MSD 6TN

No dual MSD systems.

## **MSD Connector:**



## **SIX PIN WIRING DIAGRAM**

A – BATTERY POSITIVE (LARGE RED)  
B – BATTERY NEGATIVE (LARGE BLACK)  
C – IGNITION (SMALL RED)  
D – POINTS PICK-UP (SMALL WHITE)  
E – COIL POSITIVE (SMALL ORANGE)  
F – COIL NEGATIVE (SMALL BLACK)

The 6 wire harness must be 24" long  
Maximum and have a female 6 pin,  
weather pack connector.

## **Traction Control and On-Board Computer or Analysis Equipment.**

No equipment of this nature is permitted on any car or located in the pit area of any event and will subject the team(s) to confiscation of equipment and penalties.

### **Fire Extinguisher:**

All cars are required to carry an operable, working approved ABC rated Fire Extinguisher (5 lb. size minimum), with a current tag, which is securely installed within easy reach of the driver.

### **Driver Side Window Net:**

Drivers window net is mandatory. Strap or mesh type (Large mesh 12 inch minimum length) must be mounted securely on bottom, with seat belt type release at top front corner of window net. No windows are allowed on right side of car, except rear quarter. Sprint car net or triangle net on driver's side window is mandatory unless driver has a wrap seat with side head restraints. Triangle mount recommended.

### **Harnesses:**



Head and neck support device is a *highly recommended* – For example the: (HANS, HUTCHENS, SIMPSON) Five point racing harness of 3 inch shoulder and 3 inch made-for- racing belts are mandatory. Seatbelts must be dated 3 years or newer. The belt anchors must be mounted to a cage or frame member. Lap belt must be anchored at a point below the plane of the seat and secure the driver across the hips. Shoulder belts must be secured to the roll cage within 1 inch of the height of the Shoulders. Seat belts must be mounted to roll cage.

### **Seats:**

Aluminum made-for-racing seats are mandatory and must support the head from the rear. Aluminum seats must have proper steel reinforcement for mounting to the cage.

### **Fuel:**

Fuel must meet specific gravity for said manufacturer. No additives of any kind.

### **Fuel Cell:**

- ♣ Fuel cells with rubber bladders the soft “bag style” are mandatory. (FT-3 spec. minimum)
- ♣ All fuel cells must contain “full foam”.
- ♣ Fuel cell plates or fuel cell tubs are mandatory. 1/8” Fuel Cell Tub - The fuel cell tub must be 1/8” thick steel (10 gauge) and must have a 1” lip. The front, bottom, and rear must be one piece. The top may be either 18 or 20 gauge steel, and have two 1” x 1/8” steel straps in each direction. Fuel Cell Container with 1/8” Protector Plates – The fuel cell container may be either 18 or 20 gauge steel and must have a 1” lip. The container must have two 1” by 1/8” steel straps, around the top, sides, and bottom, in both directions. The top may be either 18 or 20 gauge steel. The 1/8” steel fuel cell protector plates must be mounted on the outside of the frame. The plates must cover both sides and rear of the fuel cell. The only holes allowed in the plates are for attachment or a 2” hole for safety vehicle pickup points.
- ♣ All fuel cells must have check ball rollover valve in place.
- ♣ Fuel cell minimum height is 11”
- ♣ The hard plastic cells are not allowed.
- ♣ Over the tail chassis – maximum 15 gallon (25”x18”x10”) and must have ASA bar.

### **Overflow Bottles:**

Overflow bottles/surge tanks are mandatory and must be in engine compartment and overflow tubes must be directed onto the outside passenger side windshield. Overflow bottles must be securely mounted. No anti-freeze allowed at any time.

### **Exhaust System:**

Exhaust must run tight and leak free to point at least behind drivers seat. Mufflers required. Decibel limit 100, taken from center of main grandstand. If exhaust runs out the side behind the driver, the exit pipe must be pointed down and no more than one foot off the ground.  
*No Exceptions!*

### **Driveshaft:**

All cars must have driveshaft hoops, made of heavy gauge steel, looped around the driveshaft.

### **Car Number:**

All cars must have a 16 inch number on both doors. All cars must have a 4 inch number in the upper right-hand corner of the windshield.

### **Car Appearance:**

All cars must be painted and kept in good shape the entire year. (No "duct tape" for numbers)

### **Bodies:**

- ♣ Competing models 1995 to current year, American made automobiles only.
- ♣ No sports cars allowed.
- ♣ Minimum wheel base 103 inches, minus ½ inch. 65" tread width will be checked with referee pre race or post race.
- ♣ Bodies must be mounted on frame so that it is stock appearing.
- ♣ Body components must remain the general contours of stock components and may not be excessively shortened, narrowed, lengthened or deformed.
- ♣ Roof must be centered in relation to body. Full size roof.
- ♣ No downforce bodies of any type.
- ♣ No forward air intake for carburetor.
- ♣ Back end must be enclosed with either metal or solid type enclosure.
- ♣ Rear end of deck lid above bumper must be enclosed, no holes.
- ♣ Cars must meet template within 1/2 inch. See ABC dimensions page.
- ♣ Tow hooks required. Rear tow hooks mandatory. Hinged trunk lid is *mandatory*. Must be at least 6" x 18". Must be removable without using tools.
- ♣ 1/8 inch floor and tunnel, aluminum seat with leg and shoulder protector, center of seat 16 1/2 inches to 18 1/2 inches,
- ♣ No Carbon Fiber or Kevlar products of any kind allowed. (Except the hood and the roof)
- ♣ 3 ½ inch frame height.
- ♣ 4 inch nose and rocker height.
- ♣ All measurements for body take with driver out of car.
- ♣ No tolerance to these heights.

- ♣ Nose, belly, or flush panning is strictly prohibited, panning for radiator is limited to width of radiator and not to extend rearward of the leading edge of radiator.

### **Spoilers:**

- ♣ Maximum of 90 degrees and no bigger than 5 inches X 60 inches in length.
- ♣ No sides or extensions of any kind.
- ♣ Must meet Five Star requirements.
- ♣ The width of the spoiler will be measured across the rear of the spoiler.

### **Drivers Compartment:**

- ♣ Firewall, Floorboards and trunk area must be sealed off with 22 gauge steel or 18 gauge aluminum.
- ♣ No fuel lines in drivers compartment.
- ♣ Impact collar required on steering column, 1 1/2 inch diameter minimum.

### **Windshields/Side Windows/Rear Window:**

A 10 inch maximum vent window is allowed on either side including air vents.

All cars must have a full windshield, and rear window made of Lexan. Right side mirrors are prohibited. Both windows must be braced to keep window and body from deforming at high speeds. ABC bodies must meet the ABC rules.

### **Frame:**

All main frames may be after market construction, or stock passenger car frames allowed. All main frame rails must be steel box tubing minimum 10 inches in circumference and must have a minimum wall thickness of 0.083 inches. Must be improved by inspector

### **Roll Cage:**

All cars must have a full cage welded to the frame including uni-body. There must be 360 degrees welds around tubing of all joints and gussets where cut and welded, except where tubing is bent. Four or more bars are required on drivers side, braced at four points or more perpendicular to cross braces, top bar on left side 29 inches from ground.

Minimum O.D. tubing of 1 3/4 (1.75) inches for roll cage.

- ♣ No tail-pipe tubing allowed.
- ♣ All roll bars exposed to driver must be padded.
- ♣ Minimum of three right side door bars.
- ♣ Jack post must be guarded on inside of body.
- ♣ Minimum .095 wall tubing mandatory.
- ♣ Mark Martin foot protector bars are mandatory.
- ♣ Mandatory that all door bars on drivers side be plated 1/8 steel.

### **Engine:**

- ♣ There will be Two (2) engine combinations approved for all events at all times. (9 to 1 Aluminum, A.C.E. are the (2) preferred choices) Weights for all engines will be listed below.
- ♣ Block must be cast iron. (Exception: Wegner Spec engines only)
- ♣ No 18 degree or SB2 Chevrolet Heads
- ♣ Minimum Crank Height is 10 inches measured from the center of the forward crank bolt.

- ♣ All GM V-8 engines must be located so that the centerline of the forward most spark plug hole is no more than 2 inches back from the center of the upper ball joint. Ford and Mopar engines may be located so the center of the forward most spark plug hole of the engine is a maximum of 4 inches rearward of the centerline of the upper ball joint.
- ♣ Antifreeze is strictly prohibited

### **A.C.E. Head Engine**

Must be able sell Heads, complete for \$2500.00 (hardware, valves, valves springs, retainers, keepers and guide plates.) Heads must be stock out of box.

Valves 11/32 Valve Stem or 5/16 Valve Stem may be used

#### **Approved valve part numbers**

<b><u>GM-Ford</u></b>	<b><u>Intake</u></b>	<b><u>Exhaust</u></b>
BRODIX	BR81019	BR81621
Engine Tech	BR810198	BR81621
FERREA	F1121P	F1476P
MANLEY	11818	11595
REV	CL-1643 CL-1604	CL-8003 CL-1171

### **Mopar**

BRODIX BR60029 BR60037

All valve spring sizes must be 1.55 MAX

No shaft rocker arms allowed except on Mopar engines

Steel or Titanium Valve Spring Retainers are permissible

Maximum 4 stage oil pump

May have one extra water line per head

Valve job may be blended into combustion chamber 3/8 inch from seat.

### **ACE Engine MANIFOLDS:**

Any production type intake manifold allowed - provided it is readily available to all competitors from local race part suppliers. (Maximum cost \$375.00) Maximum height of manifold is 7.25" (including any carb spacer and gaskets) the manifold height will be measured from the base of carb to top of cylinder block. Only one flat gasket with a maximum of .120 may be used between intake manifold and cylinder head - no spacer or wedge type gaskets allowed. No additional material may be added to manifold. No grinding or polishing of any part of the manifold - except you may match port the runners a maximum of 1".

### **ACE Engine PISTONS:**

Flat top pistons only - no part of piston may protrude above top of cylinder. (Maximum) compression ratio 10.5 to 1 (10.510 is illegal). Maximum Engine displacement for GM and Ford is 358 C.I. inches, Dodge will be 360 C.I. and Minimum 350 C.I. for GM, 346 C.I. for Ford.

### **ACE Engine CAMSHAFT:**

The max lift on any roller cam is .625. Duration rule is 270 at 50 thousandths. No mushroom type lifters. Inlayed cams are prohibited. The maximum rocker ratio is 1.6 to 1. Rev kits of

any type are prohibited. Only steel push rods (Titanium, aluminum or graphite are prohibited). No roller bearing camshaft journals. Magnetic steel lifters no ceramic.

**ACE Engine CONNECTING RODS:**

Only approved steel rods allowed. No titanium, aluminum, graphite or stainless steel. Rods using 3/8" bolts are allowed.

**ACE Engine BLOCKS:**

Must be standard factory production cast iron. (Only 010 or bowtie approved). No aluminum blocks permitted. No altering of Engine block permitted..\* Absolutely NO Grinding or lighting of blocks . The use of aftermarket blocks will be allowed in ACE engines. The engine builder must be on the Approved Engine Builder List and a bond must be on file. No big bore short stroke ACE engines will be allowed.

**ACE Engine CRANKSHAFT:**

Standard steel type only, Minimum allowed weight of 43 Lbs. Stock angle crankshaft allowed. Light weight, undercut counter weight crankshaft are prohibited.

No Honda journal crankshafts.

Stroke 3.400 Min to 3.500 Maximum.

Minimum 1.980-rod journals or any under sized journals under factory dimensions.

**ACE INSPECTION:**

A 1.5" plug must be installed in the oil pan for inspection purposes. This hole must be directly under or side of the rod journal. If a windage tray is used, a hole must be provided in line with the hole in the oil pan. Cylinder head removal after any race may be required for inspection purposes.

**9 to 1 Aluminum Head Engines:**

**ENGINE BLOCK:**

- ♣ Must be standard factory production cast iron.
- ♣ Stock appearing
- ♣ No aluminum blocks permitted.

**CRANKSHAFT:**

Standard steel type only, minimum allowed weight of 38 lbs., stock angle crankshaft allowed.

**PISTONS:**

Flat top pistons - no part of piston may protrude above top of cylinder.

9 to 1 aluminum headed motors will have a 9.5 to 1 compression ratio (a ratio of 9.6 to 1 or higher will not be allowed).

Maximum engine displacement of 358 C.I. and minimum 347 C.I.

Aluminum headed motors may use dished or inverted dome pistons.

**CONNECTING RODS:**

Only approved steel rods allowed.

No titanium, aluminum, graphite rods or Stainless steel are allowed.

## **CAMSHAFT:**

Only steel push rods (titanium, aluminum or graphite are prohibited).  
9 to 1 Aluminum headed engines are allowed roller cams and rev kits.

## **HEADS:**

All cylinder heads must be approved by Golden Sands Speedway. All cast in part numbers must remain unaltered.

Painting and /or coating of the heads will not be permitted.

No 18-degree Chevrolet heads.

Heads that are already approved are:

### General Motors

- |    |                   |                 |
|----|-------------------|-----------------|
| a. | air flow research | AFR 215 and 220 |
| b. | all pro           | AP227           |
| c. | brodix            | 3941075         |
| d. | Chevrolet         | 10051101        |
| e. | Edelbrock         | 7755            |
| f. | Pontiac           | 10033867        |

### Ford

- |    |        |                                      |
|----|--------|--------------------------------------|
| a. | Brodix | 3941078                              |
| b. | Ford   | M-6049-C302 with 4 degree valve cant |

### Mopar: Call for approval

All other heads must be approved prior to any competition.

For all 9.5 compression motors the cylinder heads must be acceptable to Golden Sands Speedway officials and meet the following requirements:

- ♣ Only steel or titanium valves will be permitted
- ♣ Only magnetic steel valve springs will be permitted
- ♣ Only 2 valves per cylinder will be permitted
- ♣ There are no valve size restriction
- ♣ Internal polishing and porting will be permitted
- ♣ Spark plug holes must remain in stock location
- ♣ Valve angle must remain within 2 degrees of stock angle
- ♣ Valves must remain in the stock location in relation to the cylinder bore centerline

## **INTAKE MANIFOLDS:**

- ♣ No Fabricated Intakes
- ♣ Only one flat gasket with maximum of .120 may be used between intake manifold and cylinder head
- ♣ No spacer or wedge type gaskets allowed..
- ♣ May be polished and ported
- ♣ Not permitted will be:
  - ▷ Added directional devices will not be permitted inside the intake manifold
  - ▷ Air holes will not be permitted to be opened in the intake manifold
  - ▷ Painting and /or coating of the intake manifold will not be permitted.

## **MISC:**

No engine part maybe composite  
All part numbers must remain on all engine parts  
No crank fire Ignitions

### **Carburetors:**

- ♣ No tapered boosters.
- ♣ 4412 2 bbl. Removal of choke (Butterfly) is the only modification allowed.
- ♣ Air horn removal not permitted.  
Holly 500CFM Model #'s 0-4412s or 0-4412c. 2bbl Carb. HP 80583-1
- ♣ Carburetors must pass track inspection using track's tech tools.  
Double return springs required.  
Air cleaner required. Air box allowed with cowl inlet only (rear of hood).
- ♣ No 4bbl Carbs. allowed.
- ♣ Metering blocks must be stock as cast for carb style and no extra holes may be drilled. Block may be plugged and may be machined but must remain stock appearing no aftermarket blocks. Only 2 or 3 hole metering blocks. All others must be plugged.

### **Air Intake**

- ♣ Forward intakes are not allowed. Air boxes are permitted. The back of the air box must be
- ♣ flat.
- ♣ No devices for directing the flow of the air into the air cleaner are permitted.
- ♣ No additives allowed in air filter.

### **Clutch:**

- ♣ The 5.5 inch or bigger will be the only clutch allowed.
- ♣ Absolutely no carbon fiber or poly clutches allowed.
- ♣ Internal clutch style transmissions are not allowed.
- ♣ Bellhousing must have a minimum 2 ½" hole at bottom (to allow clear view clutch).
- ♣ Internal clutch transmissions for one or two time entries allowed with 50lbs. of weight added.

### **Transmissions**

- ♣ No bottom load transmissions.
- ♣ Must have two forward and 1 reverse working gears minimum.
- ♣ One single lever shifter.
- ♣ Must be self starting.

### **Brakes:**

- ♣ All cars must have functioning brakes on each wheel.
- ♣ No more than 4 piston brake calipers.
- ♣ Steel rotors are the only rotors allowed. They may be fixed mounted or floating rotors.

### **Suspension:**

- ♣ Stock, coil over or leaf allowed.
- ♣ No computer or hand operated controlled suspension.
- ♣ No aluminum axle tubes, no titanium axle shafts, no aluminum rotors, no carbon fiber rotors.

### **Front Suspension**

Independent front suspension with articulated upper and lower control arm(s) is mandatory. The type of shock absorbers and suspension springs are optional. One (1) shock absorber per corner of the car is permitted. Front suspension adjustment must be done from under the car or by lifting the hood. No holes in the hood, fenders or other body parts from the windshield forward to adjust front suspension component(s) are permitted. No suspension adjustment devices are permitted in the driver's compartment area. Knob-type brake bias adjusters are recommended. Weight transfer or suspension adjustment devices, adjustable while the car is under way are prohibited. Spring rubbers are permitted and must be removed manually. No removal devices may extend outside the body of the car or be accessible in the driver's compartment.

### **Rear Suspension**

Non-independent, live axle type rear suspension is mandatory. Rear ends may be Quick-change (no 8") with full-floating hubs or 9-inch Ford type. Rear axle tubes must be steel. No open tube rear ends permitted. Maximum rear camber is + or - 1 degree measured with the rear axle level. Material used for rear end center section is at the discretion of the team, but hub pins must be steel. Rear end coolers are recommended. Remote rear suspension adjusters are permitted when accessible through the rear window. A maximum of three (3) one-inch (1") diameter holes are permitted in the rear window. Each hole can allow access to one adjustment device only. No adjuster may extend forward of the rear window area. All pumps used to circulate fluid for the purpose of cooling the rear end, must be mounted in the center of the car.

### **Weight Rules:**

#### **Ace headed engine:**

- 2750 lbs. total weight.

#### **9 to 1 engine:**

- 2800 lbs. total weight.

#### **LS/Gen3 engine:**

- 2800 lbs. total weight.

#### **Crate Motors & Wet Sump**

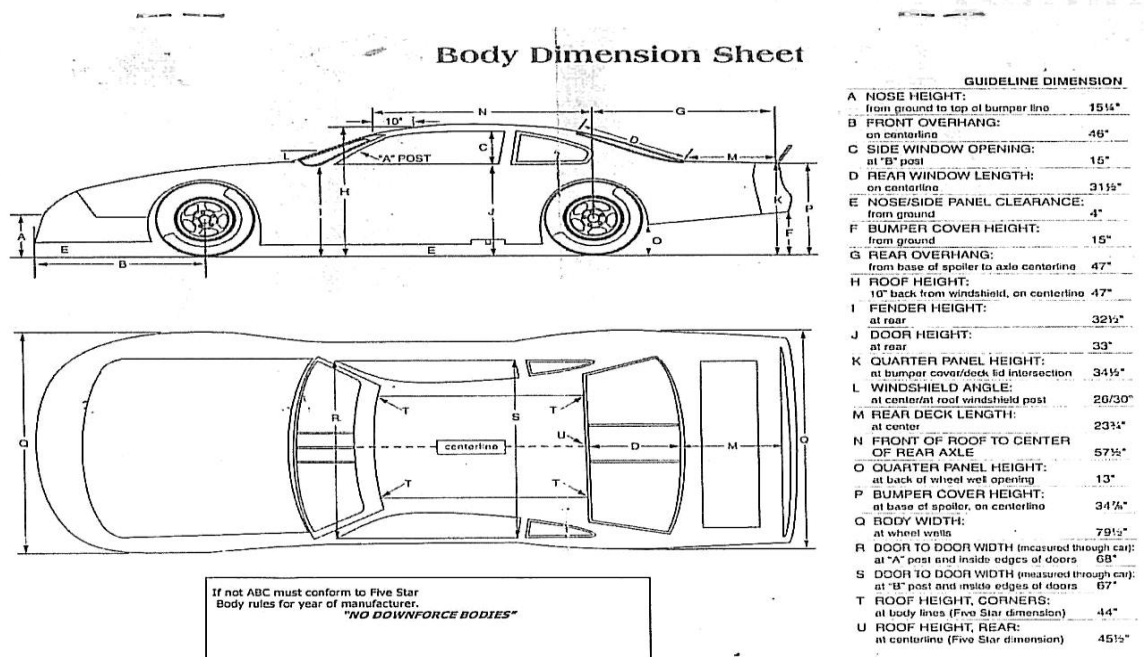
- 2700 lbs. total weight

- You are allowed ½ pound per lap off total weight on third mile tracks and smaller
- You must be a maximum of 58% left side and a minimum of 42% right side weight bias at all times.
- Weighing of cars will be with driver in the car, helmet on, steering wheel on, and driver's hands on the steering wheel.

### **Weight:**

Any weight (ballast) added to the car must be secured by ½ " bolts. Loose weights are prohibited. No weights may be added outside the body. Added weights must be painted a

bright color (safety orange or white) and have car number on weight. Any ballast that falls off a car during competition cannot be returned to the car for determining weight after the race.



## Super Late Model Tire Rules

### General tire treatment:

Tire softeners, tire conditioner or unauthorized tire treatment is illegal. The tire softness must not be below the track's set points of softness on the "official track tire durometer" (Use of tire softening products or possession of tire softening products will result in loss of points, money and a suspension for car and driver for the entire year.)

The tire selected for 2011 will be the Hoosier 40 & 50. All tires must be stamped with a Golden Sands Speedway designated mark. Maximum rim width 10". Maximum tread width 65". Width will be checked with referee pre race or post race. Minimum wheel weight of 17 lbs. Wheel studs must be a minimum of 5/8" in diameter. Wheels must be attached with 1" lug nuts. No electronic traction controlling or data acquisition devices. No cable, wires or sensors from any such devices are allowed on the car at anytime. No suspension may be adjustable from driver's compartment. No unauthorized treatment to tire of any kind. Tires can only be purchased at Golden Sands Speedway and stamped by the official tire dealer of Golden Sands Speedway. The official tire dealer approved by Hoosier for the speedway is Getzloff Tires. No mechanical tire working of any kind. (Grinding etc.)

1. A team may purchase four tires the first event of the year.
2. After the first event of the year teams may buy a maximum of two tires per event.
3. Tires must be impounded every week, if a team wants to use them again. Any tires not impounded will not be allowed for competition.
4. All new tires must be run for the entire race night in each event your team is in.
5. Two to three tires will be released from impound per night, depending on the number of new tires purchased. No more than five tires per event at your pit slab. Tires not being used must be kept on right corner of your pit slab.

6. After semi-features or during intermission, if no semi-feature, your extra tire must be checked back into impound. Failure to do this will result in the loss of that tire from you inventory.
7. Any combination of your tires may be run with the exception of your new tire or tires, those must be run the entire night.
8. Teams may only run tires purchased at Golden Sands Speedway. Exceptions may be made for those participating in one or two races over the course of the season.
9. If you run the semi-feature and advance to the feature you must run the same four tires you ran in the semi in the feature event.
10. Tires follow the driver, not the car.
11. New cut or damage tires may be replaced if tire has code for that night, providing tire has not completed on half of the feature laps. Damaged tire must be inspected by the Tire Marshall and/or Competition Director, to approve new tire for the following week.
12. Tires will be monitored throughout the year by the track management. Golden Sands Speedway officials may make amendments or changes to these rules at any time.
13. Any new team with four new tires must start in the rear of the field for his/her feature event.
14. A team may sell and/or buy tires from other teams as long as the tire is more than two events (features) old. Any sales must be reported to the Tire Marshal. Purchased tire will be considered a new tire for that event.
15. Tires for a following race event may be **picked out after the feature event**. Tires must stay in Golden Sands Speedway's tire building until the following race event and will be mounted then. Tire building will open at 4:30 pm every Friday.
16. Tires will be impounded from the first week on. Any tire not in the impound will not be useable. Once the tires leave the track they are considered unusable by that driver.
17. Tires will be durometered at any time during the race night. Any tire that durometers below your new tire will be taken for that race night and thoroughly looked at and/or sent in for testing. *There is **no** reason an old tire should be softer than a new tire.*
18. If you time in on a tire other than yours you will lose your spot and be placed in the back of the B Feature.
19. If you fail to qualify on your new tire you will not receive a new tire on your next race event.
20. If you do not time in or run any events you will not receive a new tire on your next race event.
21. If you do not run any of your feature events you will not receive a new tire on your next race event.
22. All drivers are responsible for disposal of their used tires.

After week one of racing, teams must exchange one left side tire to the track for a new one. The exchanged left side tires will be used to sell to racers that show up after week two.

New racers after week two must purchase two lefts from used inventory (one week old lefts) and two new right tires. Left tires will be sold for \$75.00 each. New drivers will be able to start in the position they qualify for.

Tires from other tracks will *not* be permitted. Please don't even ask.

**\*\* NEW INVERT RULE \*\***

18 cars will be taken by time with two transferring out of the semi. If semi has less than four cars, the first heat results will determine feature placement of those four cars.

Roll of Dice will be 7 plus roll. If after invert, you are not within 5 tenths of a second of fastest time you will be inverted to just behind fast timer.

**Claim Rule**

Promoter has the right to claim.