

2008 RACEWAY PARK LATE MODEL RULES

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants in these events, all participants are deemed to have compiled with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

No courtesy races will be given. All competitors must comply with the rules in the division they have entered or you will not be allowed to compete. No exceptions.

DRIVERS AND PIT CREWS PRIOR TO, OR DURING ANY RACING EVENT WILL NOT CONSUME ANY ALCOHOLIC BEVERAGES. NO ONE UNDER THE INFLUENCE OF DRUGS OR ALCOHOL WILL BE ALLOWED AT THE RACEWAY. ANYONE CAUGHT DRIVING UNDER THE INFLUENCE OR BREAKING THIS RULE WILL BE EJECTED FOR THE SEASON AND THE AUTHORITIES WILL BE SUMMONED TO ENFORCE LEGAL ACTION. NO EXCEPTIONS.

RAIN POLICY

We all wish for blue sunny skies on race day, but if the weather turns here's what you need to do.....

In the event that rain puts a halt to our racing program, the race will be considered done if all the heat races are fully done. **NO RAIN CHECKS WILL BE ISSUED** and the feature races will be run before the start of next weeks racing program, with complete race program to follow. If the heat races are not completed, **RAIN CHECKS WILL BE ISSUED**, and a complete program will be run the following week. **ALL RAIN CHECKS MUST BE USED WITH (2) WEEKS FOLLOWING THE RAIN OUT.** Rain Checks **CANNOT** be used on Special Events.

SAFETY: Helmets are required and must be Snell SA95, SA2000 or SA2005. Helmet must be worn at all times car is on the track and must accompany vehicle at time of inspection. Roll bar padding required in driver compartment. Fire retardant padding recommended. SFI approved fire suits of a flame retardant nature must be worn by all competitors. Fire retardant underwear, neck brace, socks, shoes and gloves mandatory. Arm restraints or full-size (minimum 16"x20") driver-side window net required (no string-type nets). Window net to be mounted so latch is at top front of window. Five point safety belts, sub belt, shoulder harness required. The shoulder harness must be mounted securely to the roll cage. Belts and harness recommended not to be more than three years old. Aluminum high back seats only, must be bolted in. Kill switch required within easy reach of driver. Switch must be clearly marked 'OFF' and 'ON'. Must have a minimum of three windshield bars in front of driver. No mirrors will be allowed.

ENGINE SPECS:

OPTION "A" (IMCA Spec Engine) While the full IMCA engine rules package are not listed in this section, teams competing with option A will have to comply with all IMCA engine rules with exception to the rules outlined in red.

1. Steel blocks only
2. A maximum 361c.i. (GM), 362c.i. (Ford) 364c.i. (Chrysler). Minimum four-inch bore. Minimum stroke: GM - 3.48 inch, Ford - 3.40 inch, Chrysler - 3.313 inch.
3. A maximum compression - 10.5 to 1, checked at any time with Whistler. **No tolerance.**
4. Brodix/Spec or (IMCA) cylinder heads only. No grinding, polishing or altering of any kind. No use of any substance that may change or alter shape or size of ports, runners or combustion chambers. Maximum valve sizes are 2.08 intake and 1.600 exhaust. Valve seats and guides to remain as manufactured and in as-cast positions. Minimum combustion chamber size to be 62 cc volume. Valve angle to remain as manufactured. Approved cylinder heads as follows: General Motors (i.e. small block Chevrolet) - Brodix # 46 221, Ford Motor Company (i.e. small block Windsor) Brodix #46 223, Chrysler Corporation - Mopar - Brodix #46 222.
5. No modification to intake manifolds must be used as produced by manufacturer. May run an unaltered one inch carb spacer - Flow Design part #FD7060 mandatory on Ford and Chrysler; option of either Moroso part # 64940 or Flow Design part #FD7060 on General Motors. Maximum.100-inch thickness gaskets only, one on top and one on bottom of spacer. List of approved intakes as follows: General Motors - Brodix

#HV100946, Ford Motor Company -Edelbrock #2981 or 2980 (351) or #2921 (302), Chrysler Corporation- Edelbrock #2915.

6. Flat top pistons only.

7. Connecting rods and crankshafts must be steel. One-inch inspection hole is required in the oil pan.

8. Camshafts may be mushroom, flat tappet or roller design.

9. Holley 4150 series 390cfm (IMCA legal according to 2005 specifications) model number 6895 or 80507 carburetor only.

10. May run Ethanol enhanced gasoline or racing gas only. No alcohol, performance, enhancing additives or pressurized fuel systems allowed. No Nitrous oxide or nitro. No Nitrous oxide devices allowed. No nitro-methane or propylene oxide. No fuel injection.

11. Maximum engine set back in eight-inches (8"). This will be measured from the centerline of the upper ball joint to the center of number one spark plug.

12. All cars competing with this engine must weigh 2350 with driver after the race.

EXHAUST: Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header.

If a car is found to have components not allowed in option A they will be moved to option D.

OPTION "B" (Limited Late Model Engine) Engines comparable to the "Limited Late Model Rules Package". While the full Grand National engine rules package is not listed in this section, teams competing with option B will have to comply with all Grand National engine rules with exception to the rules outlined in red.

1. Only OEM stock production heads with stock valve angle (23 degree+/- 2) may be used. GM Bowtie cylinder head part number 10134392, 14011058 or 12480034 casting number 14011034 and Ford M-6049-N351 will be allowed. The Chrysler/Mopar spec head part numbers are P5249769 (cast # 4532693) and P4529446 will be allowed. Maximum valve size for all engines is 1.60 exhaust and 2.055 intake. The only Chrysler/Mopar "R" block that will be allowed is # 4876791AB.

2. GM Bow Tie heads only. No Dart, World products, fuel Injection or Ford GT 40 heads or any other head is allowed.

3. Heads are to be run with **NO** modification except surfacing and three (3) angle valve job.
4. No Titanium parts permitted except valve spring retainers.
5. Engine must have the following specified stroke, GM - 3.48", Ford - 3.50" and Chrysler/Mopar 3.578".
6. The maximum cubic inch is GM - 360, Ford - 360 and Chrysler/Mopar - 365. Block, crank and rod assembly must be steel. Screw in or pinned rocker studs are allowed. Flat tappet lifters only and must be 100% steel. No roller, mushroom or radial lifters. GM engines may change to Ford lifter size (.874) only. No roller bearings for cam or crankshaft allowed.
7. Stud girdles and roller rockers will be allowed. No roller cams or shaft mounted rocker arms allowed.
8. Compression ratio is not to exceed 11.0 to 1.
9. The following intake manifolds, stock and untouched, will be mandatory on all Option B engines. GM - Edelbrock Torker II # 5001 or # 2101 Performer, Ford - Edelbrock Torker II # 5081 or # 2181 Performer, Chrysler/Mopar - P5249572 or P5249572AB. No modifications to manifolds in anyway.
10. Holley carb # 4150 up to 850cfm may be used. Carburetor spacer may be used, not to measure more than 2.25-inches including gaskets.
11. May run Ethanol enhanced gasoline or racing gas only. No alcohol, performance, enhancing additives or pressurized fuel systems allowed. No Nitrous oxide or nitro. No Nitrous oxide devices allowed. No nitro-methane or propylene oxide. No fuel injection.
12. Maximum engine set back is eight-inches (8"). This will be measured from the centerline of the upper ball joint to the center of number one spark plug.
13. All cars competing with this engine must weigh 2250 with driver after the race.

EXHAUST: Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header.

If a car is found to have components not allowed in option B, will be moved to option C or D

OPTION "C" (Altered Limited Late Model Engine) Any competitor will fall under this option if you have one or more of the following.

1. Compression greater than 11 to 1.
2. A roller cam.
3. An intake other than those listed in Option "B".
4. A bore and stroke combination other than stock.
5. A maximum 361c.i. (GM), 362c.i. (Ford) 364c.i. (Chrysler). Minimum four-inch bore. Minimum stroke: GM - 3.48 inch, Ford - 3.40 inch, Chrysler - 3.313 inch.
6. Block, connecting rods and crankshafts must be steel. One-inch inspection hole is required in the oil pan.
7. Must run the same head combinations as Option "B". GM Bow Tie head only. GM Bowtie cylinder head part number 10134392, 14011058 or 12480034 casting number 14011034 and Ford M-6049-N351 will be allowed. The Chrysler/Mopar spec head part numbers are P5249769 (cast # 4532693) and P4529446 will be allowed. Maximum valve size for all engines is 1.60 exhaust and 2.055 intake. The only Chrysler/Mopar "R" block that will be allowed is # 4876791AB.
8. Must run the Holley 4150 series 390cfm (IMCA legal according to 2005 specifications) model number 6895 or 80507 carburetor only. **Carburetor spacer may be used, not to measure more than 1-inch.** Maximum .100-inch thickness gaskets only, one on top and one on bottom of spacer.
9. Maximum engine set back is eight inches (8"). This will be measured from the centerline of the upper ball joint to the center of number one spark plug.
10. May run Ethanol gasoline or racing gas only. No alcohol, performance, enhancing additives or pressurized fuel systems allowed. No Nitrous oxide or nitro. No Nitrous oxide devices allowed. No nitro-methane or propylene oxide. No fuel injection.
11. May run a dry sump system.
12. May run Ethanol enhanced gasoline or racing gas only. No alcohol, performance, enhancing additives or pressurized fuel systems allowed. No Nitrous oxide or nitro. No Nitrous oxide devices allowed. No nitro-methane or propylene oxide. No fuel injection.
13. All cars competing with this engine must weigh 2400 with driver after the race. May have to add 25 to 50 pounds more depending on competition advantage.

EXHAUST: Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header.

If a car is found to have components not allowed in option C they will be moved to option D.

OPTION "D" (WISSOTA/Open Late Model Engines)

1. Use of aluminum blocks, heads or other engine components not meeting options A, B or C shall be classified as Option "D".
2. A maximum 361c.i. (GM), 362c.i. (Ford) 364c.i. (Chrysler). Minimum four-inch bore. Minimum stroke: GM - 3.48 inch, Ford - 3.40 inch, Chrysler - 3.313 inch.
3. Must run a restrictor plate 1/8 thick and have four round 1 1/8 inch holes. No tampering or altering allowed. You may use up to a 1 inch spacer above the plate. A maximum .100 inch thickness gasket will be allowed with up to a 750cfm carburetor, or the Holley 4150 series 390cfm (IMCA legal according to 2005 specifications) model number 6895 or 80507 carburetor.
4. Maximum engine set back is six inches (6"). This will be measured from the centerline or the upper ball joint to the center of the number one spark plug.
5. May run Ethanol enhanced gasoline or racing gas or alcohol. No performance, enhancing additives or pressurized fuel systems allowed. No Nitrous oxide or nitro. No Nitrous oxide devices allowed. No nitro-methane or propylene oxide. No fuel injection.
6. All competitors under Option "D" will be required to weigh 2450 lbs including the driver after each race.

EXHAUST: Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. No mufflers required.

Car Regulations:

1. **CHASSIS:** Any steel chassis in accordance with IMCA specs allowed. Minimum wheelbase of 103 inches, both sides.
2. **ROLL CAGE:** Main roll cage must be at least 1.5 inch O.D. tubing with minimum wall thickness of .083 inches. Driver's head must not protrude outside cage with helmet on.
3. **DOOR BARS:** Driver door bars must be at least 1.5 inch O.D. tubing, minimum wall thickness of .083 inches.

4. BODY (see body diagram for specific dimensions): Must have stock-appearing nose section mounted in approved manner. No part of body can be wider than 88 inches. Roof to be rounded down in all directions and mounted to quarter panel in stock manner, cannot mount to interior. Rear spoiler may be maximum 8 inches in material height and maximum 72 inches wide. Spoiler may have stiffener, must be 1 inch or more down from top. No covers or inner panels allowed. No rear filler panel required.

5. DRIVER COMPARTMENT: Minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver allowed, but can be no wider than cockpit and no farther back than steering wheel. Driver must be sealed off from track, driveline, engine, fuel cell, suspension components, battery, coolers, pumps, fuel and oil lines. Aluminum high back seats only, must be bolted in with .375 inch bolts. No mirrors. No driver-adjustable devices allowed while car is in competition except brake adjuster and right front brake shut-off.

6. FRONT SUSPENSION: Must be of A-frame or strut configuration.

7. STEERING: Rack and pinion steering allowed.

8. SHOCKS: Must be constructed of aluminum or steel. No remote-reservoir shocks.

9. SPRINGS: Coil springs must be steel. Leaf springs may be composite or steel.

10. REAR SUSPENSION: Any configuration allowed.

11. REAR END: Quick-change center sections are legal. No open tube rear ends allowed. No cambered rear ends permitted. Rear end coolers may be used, however cannot be mounted in drivers compartment.

12. BUMPERS: Must be either capped, or bent forward at ends, no sharp edges.

13. BRAKES: Must be operative and lock up all four wheels during any inspection. Steel brake rotors only. Brake shut-off allowed on right front only (electric or mechanical).

14. Drive Shaft: May use steel or aluminum drive shaft in a similar design to standard production. All steel drive shafts must be painted white. All cars must have a circular drive shaft safety hoop made of at least .25-inch by 2-inch steel strap, or 1-inch tubing, mounted six inches back from front U-joint.

15. Transmission: Transmissions must have at least two gears forward and one gear reverse, plus a neutral position. Must be able to put in and out of gear

with the car sitting still and engine running. No overdrive transmissions allowed. All manual transmissions must bolt directly to the back of a bell housing which bolts directly to the engine block. Automatic transmissions must bolt directly to the engine block. A flex plate shield must be used with automatics.

ELECTRONICS:

1. No transmitting or listening devices in car. No electronic monitoring computer devices capable of storing or transmitting information except tachometer allowed on cars. No adjustable ignition control boxes allowed. Ignition box can be connected to engine only. Only one ignition box allowed on car. The only changes that can be made with ignition box are rev-limiter settings, and only one high-end setting is allowed. This setting can be changed through one chip only, or an internal setting inside the box. No timing retard controls allowed. No electronic traction control devices allowed.

FUEL AND FUEL CELL:

1. May run Ethanol enhanced gasoline or racing gas only. No alcohol, performance, enhancing additives or pressurized fuel systems allowed. No Nitrous oxide or nitro. No Nitrous oxide devices allowed. No nitro-methane or propylene oxide. No fuel injection.
2. Fuel must pass both dial electric meter and chemical tests for additives. Fuel sample can be taken at any time.
3. An approved fuel cell with a maximum capacity of 32 gallons must be mounted between the frame rails as far forward as possible. The bottom of the fuel cell must be mounted no lower than the center section.
4. Fuel cell vents, including cap vent, must have check valves, and *bladders are highly recommended*.
5. Fuel cells must be encased in an approved container of no less than 18 gauge steel.
6. Must mount with minimum two solid steel straps around entire cell, two inches wide and .125 inch thick. Cell must be mounted between frame rails, as far forward as possible
7. All oil and fuel lines must remain inside body panels, lines cannot be exposed to driver's compartment.

BATTERIES:

BATTERY/STARTER: Battery must be securely mounted to chassis ahead of fuel cell, protected by tubing, and positive terminal must be covered. Starter must be in working order. Car must start under its own power. Car must leave initial staging area on demand, unaided, or go to rear of that race. All batteries should be mounted between frame rails and ahead of fuel cell.

TIRES AND WHEELS:

1. Hoosier D-55 WRS - 2 11.0 x 15 x 88, 90 or 92 must be on all four corners. Other tires allowed will be the IMCA stamped Super Chain Link (SCL) Hoosier Race Tires or WISSOTA Block Pattern D55 but no weight break will be given. Drivers must clear their tires with tech officials prior to competing. All four corners must match. Tires cannot be any softer than the D-55 compound rating.

2. No softening, conditioning. Sipping, grooving, grinding or buffing will be allowed.

3. A maximum 14-inch wheel may be used. 12" rims are allowed but no weight break will be given. Bead locks may be used on all four corners. Foam, plastic, or aluminum (must be bolted behind bead lock rim). Mud plugs allowed on any wheel.