

SOUTH SOUND SPEEDWAY

2025 SUPER LATE MODEL RULES

RULE BOOK DISCLAIMER:

The rules and/ or regulations set forth herein are designed to provide the orderly conduct of racing events and to establish minimum acceptance requirements for such auto racing events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND / OR REGULATIONS.

These rules and regulations are intended as a guide for the conduct of auto racing at South Sound Speedway and are in no way a guarantee against injury, or death to a participant, spectator, officials, or others.

The Race Director and/or Technical Director shall be empowered to permit minor deviation from any of the specifications or rules herein, or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF THESE SPECIFICATIONS OR RULES.

Any interpretation of, or deviation from these specifications or rules is left to the discretion of the Race Director and/or Technical Officials. Their decision will be final.

1. COMPETING MODELS:

- (A) Super Late Model fully fabricated chassis Minimum wheelbase 101". Percentages must be maintained before the event, a weight allowance for fuel will be given if scaled following the main event.
- (B) Cars must weigh 2725lbs chevy crate engine 2750 sr347 ford crate 2750 rebuilt crate, 2800 open with 1.2 restrictors or 2850lbs open engine minimum and 58% maximum left side weight with Driver. Engine must be located between the front frame rails. LM425 engine 2775
- (C) Fabricated front clip maximum tread width is 67" at center of the spindle. using a referee
- (D) Stock front clip or replacement stock clip using stock lower arms maximum tread width is 69" at center of the spindle.

(E) ALL Super Late Model cars will be required to have a transponder on their car. You can buy it or rent it from Race Car Supply. Transponder will be located 15 inches back from center of rear axel to leading edge of transponder.

2. BODIES:

(A) Late Model bodies must be fiberglass or aluminum; all bodies must maintain original dimensions per ABC rules and pass a referee at 4" minimum frame height. Bodies must be installed in a professional manner and meet manufactures guidelines. No exotic wedge type or homemade bodies allowed. Bodies must be acceptable by tech officials. No belly pans.

(B) While going thru tech the minimum body height is 4", Minimum 47" roof height required, measured 10" back from top edge of the front windshield. Maximum 35" quarter panel height at rear bumper cover. Maximum 15" ground clearance at rear quarter panels and rear bumper cover. The nose must maintain stock shape with no alterations. 11-1/2" nose to fender and 20" nose height will be used.

(C) 80" maximum width across any part of the body including nose in front of tires

(D) Hood must fit in original position and maintain the original configuration. A minimum of four (4) hood pins at the leading edge of the hood and two (2) hood pins or hinges at the trailing edge

(E) A rear spoiler, not to exceed 60" wide and a maximum of 6.5" in height off the rear Bumper cover. The spoiler must be mounted with no less then 1/4" bolts and flat washers. It is mandatory that the top 5" full length of the rear spoiler on all cars is 1/8" thick, flat, clear Lexan. Gen 6 body 64.5" spoiler width ok.

(F) The rear deck lid must be able to be opened for inspection purposes. Positive metal fasteners must be used on the right and left sides of deck lid.

(G) All cars must have complete bodies; bodies must be in top quality condition. All bodies must be acceptable to Technical Officials.

(H) Windshield is mandatory, minimum of 1/8" Lexan. Side port windows and rear windows allowed and must use a minimum of 1/8" Lexan. Must have three vertical braces inside the windshield spaced at least 6" apart and centered. Must be welded or bolted with a minimum of 1/4" bolts and flat washers to the roof hoop and the dash. Materials permitted are 3/4" x .065 tubing, 1/8" x 1" flat bar or 1/2" solid.

(I) Driver's floorboard must be a minimum .090 steel plate. All interior panels inside the perimeter of the Drivers compartment must be fabricated with a minimum .030 steel and must be welded. All panels outside the main cage may be fabricated with either .030 steel or aluminum. All panels must seal to left and right side body panels. No holes permitted between firewalls and Driver's compartment.

3. SUSPENSION:

(A) No independent Rear suspension

(B) All coil springs must be heavy duty steel, must be 2-1/2" minimum OD for coil over cars and 5" minimum OD for big spring cars. You don't have to run the same size spring front to rear ie: Coil over front big spring rear is ok.

(C) No suspension adjusting, weight adjusting, track bar, or top link adjusters devices allowed within reach of the Driver while inside the car.

(D) Type of shock absorber is optional, one (1) per wheel. No electronic shocks. Adjustable shocks ok.

(E) Bump stops ok, Bump springs ok.

(F) Brakes must be in good working order on all four (4) corners

(G) The rear ends must meet the following requirements: Floater 9" or quick changes mandatory. Steel or aluminum tubes allowed.

4. TIRES AND WHEELS:

(A) **Wheels:** Maximum 10" wheels permitted. Must be approved for racing Aero, Circle, Bassett etc. No remanufactured or homemade wheels. No bead lock wheels permitted or extreme beads.

(B) **Tires:** South Sound Speedway approved tire - American Racer 10", AR153 Tire. No tire softening allowed. We will use lab testing. Tire Impound mandatory

(C) You will qualify and start the race on the same 4 tires. See Tech if you get a flat after qualifying. You may only change a flat tire during the race, no changing tires that are not flat.

5. COMPRESSION ENGINE 2850LBS:

(A) Open engine rule: Must use a V8 cast iron block or factory GM LS series aluminum. Must use a single carbureted intake size of carb optional. Any engine will be allowed in any body.

(B) No alcohol/methanol, gasoline only.

(C) All cars will be allowed a 2" engine setback. Ford and Mopar cars are allowed 4". Engine setback will be measured from the farthest forward Left side spark plug hole to the centerline of the ball joint. No tilting or angling of engine. A 10" minimum crankshaft height must be retained. 604 crate 4 inch set back

(D) Factory sealed CT 525 engine, or open engine using 1.20 restrictors 2800Lbs

(E) Cars running the 1.200 restrictors must use ARP carb studs 300-2423 and have the restrictors measured and carb sealed prior to qualifying tech.

6. CRATE ENGINE OPTION:

(A) Sealed crate engine rule: The GM 604 crate engine will only be the only crate engine allowed receiving the 2725lbs weight. Engine must remain factory stock unaltered per gm 604 specs including oil pan

(B) The GM crate engine is allowed in any body. GM to Ford, GM to GM, GM to Dodge, etc.

(C) NO aftermarket harmonic balancers allowed. You may use the **GM 6-3/4" harmonic balancer, part # 12551537**, or the GM harmonic balancer that comes with the crate engine.

(D) It is mandatory to use the **GM 1.5 ratio rocker arms, part # 12367345**, on all GM sealed crate engines.

(E) It is mandatory for all crate engines to use the **650 CFM Holley, part # 0-80541-3 or -2 carburetor**. The carburetor and/or any carburetor components (i.e.; boosters, throttle plates, throttle body, throttle shafts, metering blocks, etc.) must remain stock in appearance and match all factory dimensions.

(F) **1 inch max height strait cut spacer allowed between carburetor and intake. No taper.**

(G) **The Technical Director reserves the right to impound, inspect, replace, and/or have an independent engine builder inspect and test any competitors crate engine at any time.**

(H) Any team found to have tampered with any engine seals will be subject to disqualification from the event, loss of all points, suspension, and/or other penalties issued from the Technical Director. Any seals that, in the judgment of the Technical Director, have been tampered with and/or altered will result in the engine being declared ineligible for the sealed weight break. If the GM sealed Crate Engine, part # 604 is found to be more than 3% above its factory rated Power level it will result in the engine being declared ineligible for competition

(I) The Technical Director may impound the ineligible engine for further inspection. If, at the conclusion of testing, the engine has been declared altered, modified, or tampered with, the offending team(s) will be subject to disqualification from the event, loss of all points, fines, suspensions, confiscation of the engine, an indefinite suspension and/or additional fines and penalties as deemed appropriate by the Technical Director.

(J) Minimum clutch diameter of 5.5 inches unless using bert style transmission. No ceramic clutches. No stainless headers.

(K) Crate engines may be refreshed, but must retain all manufacturers' specifications unless specified. No reground cams. must retain the factory hydraulic cam Max lift .474/.510, No port/polish, 1.5 rockers, must be externally balanced crank, champ pan optional part # CP106LTRB. rebuilt crate 2750lbs

(L) Ford crate engine sr347 engines 6400rpm 2750LBS
LM425 engines 6400rpm 2775LBS

7. TRANSMISSION:

(A) A transmission is mandatory, either a manual Two (2) speed, three (3) speed, or four (4) speed with a reverse working gear, or an automatic with a working reverse gear. All transmissions are subject to the Technical Official's approval. No five (5) speed (or greater) transmissions. Brinn, Bert, Falcon clutchless trans ok.

(B) Must have steel scatter shield when using over 7-1/4" diameter clutch assembly. Automatic transmissions may use reinforced belting of 3/8" minimum thickness material. Entire transmission hump, to the end of the transmission, must be covered if belt material is used. Belt material must be securely fastened.

(C) A one-piece steel or aluminum drive shaft is permitted and must be painted white. Drive shaft must be surrounded by either two (2) 360 degree solid steel straps no less than 2" x .125 or chain 1/4" thick or cable 1/4" thick and be placed not more than 12" from each universal joint and fastened to the floor or cross member. No carbon fiber driveshafts.

8. ROLL CAGE & CHASSIS:

(A) ROLL CAGE:

1. A Roll cage is required. Roll cage minimum 1 3/4" x .095 round ERW or DOM tubing. Roll cage must have main hoop, roof hoop, two (2) A-Post bars, dash, and main hoop spreader bars and main hoop diagonal bar. Minimum of three (3) door bars on Left side. Left side door bars must radius out to within 1" of the door skin. Door bars must be tied to frame at center. An upright brace between each door bar shall be welded into place. Right side door bars may run straight between hoops instead of curving out to bodyline. Bars must be of the same material as roll cage and similarly gusseted. It is mandatory that a 10 gauge steel plate completely covering all of the left side door bars – front to rear, top to bottom and be solidly welded in place.

2. Roll bars in Driver's area must be padded.

(B) CHASSIS:

1. Mainframe rail structure of chassis, defined as the primary structure to which the roll cage center section mounts to must be constructed of steel having a minimum perimeter of 10" (2" x 3" etc.) and be a minimum .120 wall thickness in that portion of the frame contained within the wheelbase. Front and rear sub frame sections extending from the center section must also be 10" perimeter members, but may have a minimum wall thickness of .083. If the frame rails are 12" perimeter, (3" x 3") minimum wall thickness may be .090.

2. Mainframe rails or clip sections may not be pierced, drilled, or otherwise altered for reducing weight. Absolutely no holes will be tolerated in the mainframe rails or sub frames except to facilitate component attachment and/or brackets.

3. Mainframe rails shall be configured so the rails are located within the outside track width area of the car. If a lead rail extends outside the mainframe rail, it may not extend outside a longitudinal line projected between the outside vertical surfaces of the wheels.

7. SAFETY:

(A) FUEL CELL:

1. The use of a commercially manufactured, rubberized or Kevlar fabric, bladder style fuel cell is mandatory. **NO PLASTIC FUEL CELLS ALLOWED.** The maximum capacity is 22 gallons. Filler spout and overflow check valves are required. No materials other than standard foam supplied by the fuel cell manufacturer are permitted to make the fuel cell meet the 22-gallon capacity. **Minimum ground clearance is 8".**
2. Fuel cell container is required. **The fuel cell must be enclosed in a container of not less than 22 gauge.**
3. Fuel cell and fuel cell container must be fastened to the frame in a recessed frame support as far forward in the trunk area and at an equal distance between the frame rails.
4. Fuel cell and the fuel cell container must be secured with 1" x 1" x .065 steel tubing. Not less than two (2) lengthwise, and two (2) crosswise, and two (2) across the top, evenly spaced at the top and must bolt to container support frame. The support frame must have two (2) tubes that are welded to and extend between the left and right frame rails. Three (3) tubes must be evenly spaced across the recessed well (front to rear). These tubes must be welded to the cross support tubes and extend down the front side, rear side, and under the fuel cell container. If the fuel cell container has a bolt-on top, it must be bolted together with a minimum of 1/4" diameter bolts spaced a maximum of 4" apart. If the fuel cell container has a bolt in end panel, it must be fastened together with a minimum 10/32" diameter screws with nuts spaced a maximum of 4" apart. No sheet metal screws or pop rivets are to be used to secure to top or end panel of a fuel cell.
5. A protective bar, minimum 1 3/4" x .090 must extend below the rear frame section behind the fuel cell. This protective bar must be as wide at the rear frame rails and extend as low as the bottom of the cell with two vertical uprights evenly spaced between the frame rails and attached to the rear cross member. Two (2) support bars; one (1) located on each corner must angle upwards and be welded to the rear frame rails.
6. A reinforcement plate, of not less than 14 gauge (0.078) inch thick magnetic flat steel, must be installed behind the fuel cell container. The plate must extend the entire width and height of the fuel cell container. The plate must be welded in the spaces between the rear cross member and/or the cross bracing at the rear of the rear sub frame. It must be welded with a 1" weld, spaced a maximum of 4" apart.
7. All fuel lines must be under the car or encased in metal pipe or conduit with no connections through the Drivers compartment.

(B) SEATS:

Only approved, custom manufactured, aluminum seats are permitted, Minimum .090 thickness required. Halo seats highly recommended. A padded headrest is mandatory. Seat and belts must be mounted to the roll cage, not the floor pan. Four (4) Grade 8, 1/2" bolts, and flat washers must be used.

(C) BELTS:

A quick release lap belt no less than 3" wide is required. Both ends of the lap belt and both ends of the shoulder harness must be fastened to the roll bar with Grade 8 bolts not less than 1/2" in diameter. The shoulder harness and lap belts must be bolted so that the ends of the belts move freely. Shoulder harness must be no less than 3" wide and must come from behind driver's seat max 3" below the drivers shoulders or less than 10 degree's. Where the harness crosses the roll cage, it must pass through a steel guide welded to the cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used. A center (crotch) or submarine belt must be mounted to the lower seat frame at the bottom. Seat belts must be dated by the manufacturer and must not be used beyond the SFI valid until date by more than 2 years. If a HANS device is being used, then the HANS style seat belts may be used.

(D) HELMETS:

It will be mandatory for **ALL** Drivers to wear a helmet carrying a valid, orange SA2015 or newer, standard Snell sticker, or a sfi 31.1 rating at all times while on the racing surface. **NO** motorcycle helmets and **NO** "M" Snell sticker helmets. Helmets must accompany the car at time of all inspections. **It is strongly recommended that all Drivers record blood type and RH factor, plus any major medical allergies to adhesive tape label to outside back of helmet.**

(E) CLOTHING:

Drivers must wear an approved Nomex or Proban driving suit at all times when the car is on the track. Driving suits must effectively cover entire body and meet a minimum sfi 3.2A/1 rating. It is strongly recommended that the Drivers wear Nomex underwear, headgear, socks, gloves and shoes made of fire resistant material.

(F) WINDOW NET:

A nylon window screen is mandatory; the window screen must be a rib type, made from 3/4" wide nylon material with a maximum of 1-3/4" square opening between the ribs. The minimum window screen size shall be 22" wide by 16" high. It must release from top with seat belt type latches, and it must be fastened to the roll cage top bar and highest Drivers door bar on the cage. Window net must be dated by the manufacturer, must meet SFI specifications, and not be used beyond the SFI valid until date by more than 2 years.

(G) FIRE EXTINGUISHER:

It is mandatory to have an on-board, pressurized, fire extinguisher system. This cylinder must contain a minimum of five (5) lbs of fire extinguisher agent visibly designated on the label, of the Halon 1211, Halon 1301, dupont FE-36, or equivalent type. It is required that each car have, within the Drivers reach, a manually controlled push or pull knob which activates the fully charged fire extinguishing pressurized cylinder with a visible, operating pressure gauge. This fire extinguisher must be securely mounted to the frame and/or roll cage structure and must not use hose clamps, worm drive clamps, duct tape, or cable ties. The gauge must be easily visible for the Technical Official to read. It is mandatory that all entrants have in their pits, at all times, a fully charged 10 lb. Class B

fire extinguisher, showing current inspection certificate and a visible operating pressure gauge.

8. GENERAL RULES:

(A) An ON/OFF ignition switch will be installed within reach of the driver when belted in the car. The on/off switch will be clearly marked. A MASTER on/off switch must be located on the roll bar directly behind the driver and accessible from the outside and must kill power to the entire car.

(B) Car Maximum sound level is 95 decibels at 100 Feet. Will be strictly enforced.

(C) Ballast weight must be securely attached to mainframe or major cross member structure with a minimum of two (2) 1/2" bolts. Must be painted white and display car number. Must be in block form of no less than five (5) lbs. No ballast/weight shifting devices allowed. No "outrigger type" ballast weight brackets. No dumbbell or weight lifting weights allowed. Any lead found to not be painted, have car number on it, or be securely fastened will be a \$500 fine

(D) Battery may not be mounted in the Drivers compartment. Battery must be securely bolted to a mounting structure.

(E) Electric fuel pumps allowed with oil pressure shut off switch.

(F) No traction control devices of any kind allowed.

(G) Super Late Model cars must be registered by South Sound Speedway and will be assigned a number. **Call Stormy Townsend at 360-701-2489 for number.** Last years numbers will be reserved until the January registration meeting, at which time the numbers will be given out on a first come, first serve basis. Numbers are to be displayed on the car as follows: A minimum 24" high by 3" wide number is required on both door areas. A Minimum 30" high by 3" wide number is required on the roof of the car readable from the right side of the car. All cars must have a 5" number on the top right hand corner of the windshield and/or right head light cover. All numbers must be legible with paint schemes approved by South Sound Speedway. Sponsors names and lettering must not interfere with the car numbers. **No Metallic or reflective numbers are allowed. They must be able to be seen at night across the track.**

South Sound Speedway retains the right to approve commercial or editorial messages on competing cars. Suggestive or rude remarks are not permitted on cars.

(I) Rainout Policy: **NO CASH REFUNDS WILL BE GIVEN.** If **ANY** car takes the track for practice, there will be only a half rain check given. Full rain check only if cars have not taken the track.

(J) ALL RULES ARE SUBJECT TO INTERPRETATION OF THE TRACK OFFICIALS, ANY EQUIPMENT THAT THE OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. IN THE INTEREST OF FAIRNESS, THE RULES MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION OR FOR SAFETY REASONS.

Amendments:

1. Any car observed misfiring in a traction situation will be considered to have traction control and be black flagged.