

SOUTH SOUND SPEEDWAY

2022 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) Any 1999 through current American made sedans or coupes. 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 2700lbs crate engine or 2850lbs open engine minimum and 58% maximum left side weight with Driver. Engine must be located between the front frame rails.
- (C) Fabricated front clip maximum tread width is 67" at center of the spindle.
- (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 axle to leading edge of transponder.

2. BODIES:

- (A) Bodies must be stock appearing ABC fiberglass or aluminum; all bodies must maintain original ABC dimensions. Must be installed in a professional manner and meet manufactures guidelines. AR Bodies muscle car body and non ABC stock appearing may run ie: 99 - 2003 monte carlo ect. 2019 LM body also ok. No exotic wedge type or homemade bodies allowed.
- (B) Minimum 47" roof height required, measured 10" back from top edge of the front windshield. Maximum 35" quarter panel height at rear of panels. Maximum 15" ground clearance at rear quarter panels and rear bumper cover. The nose must maintain stock shape with no alterations.
- (C) The outside of the front nose can be a maximum of 1-1/2" past the outside of the front 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. All body parts and panels must be fastened securely and in a manner acceptable to Technical Officials.
- (E) Rear spoiler, not to exceed a maximum of 6-1/2" off the deck lid and no more than a maximum of 60" wide (width measured at the rear of the spoiler). The spoiler must be mounted with no less then 1/4" bolts and flat washers (No pop rivets or screws allowed).
- (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) Independent front suspension of steel construction is mandatory, with articulated upper and lower control arms.
- (B) Stock front clips may be notched and boxed for clearance on either the top or bottom of the cross member, but only one side.
- (C) Rack and pinion steering allowed.

(D) Rear suspension may be either a two (2)-link truck arm style, a three (3)-link type suspension or a four (4)-link with two (2) upper arms.

(E) 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.

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

(G) Type of shock absorber is optional, one (1) per wheel. No electronic shocks. Adjustable shocks ok. A Twin tube non adjustable shock will be given a 10 lbs per shock weight break or 50lbs for all 4. Example Crate car with all 4 spec shocks weighs 2650lbs. see amendment. Crate car with 3 2670lbs.

(H) Bump stops ok, Bump springs ok.

(I) Hydraulic brakes are mandatory. Brakes must be in good working order on all four (4) corners

(J) 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", EC84 Tire. No tire softening allowed.

(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 block example: LS1 LS3 LS7 or CT525. "The aluminum block is not lighter and is not as strong". Must use a single carbureted intake size of carb optional, or electric fuel injection. This engine rule will remain unaltered until at least October 31st 2017. The reason for this rule is to allow a more reliable engine, with equivalent power to be built for a fraction of the cost of the old rules. Any engine will be allowed in any body.

(B) Open engine Cubic inch, cylinder head, camshaft, carburetor, electric fuel injection, are all optional. Port and polish ok. No alcohol/methanol, gasoline only.

(C) All cars will be allowed a 2" engine setback. Ford and Mopar cars are allowed 3". 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.

(D) Must use a working clutch, minimum 5.5 inch diameter.

6. CRATE ENGINE OPTION:

(A) Sealed crate engine rule: The GM 604 crate engine will only be the only crate engine allowed receiving the 150lbs weight break. Engine must remain factory stock unaltered per gm 604 specs. An aftermarket rod approved by cope brothers will be allowed in rebuilt engines (253)531-1776.

(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 # 0-80541-1 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 competition. In order for the crate engine to be eligible for further competition, it must be inspected and re-sealed by an authorized crate engine re-builder, at the expense of the team. If the GM sealed Crate Engine, part # 88958604 is found to be more than 3% above its factory rated 400 hp (3% = 412 hp), or its factory rated 400 ft lbs of torque (3% = 412 ft lbs of torque), will result in the engine being declared ineligible for competition. Factory stock GM crate engine oil pan part #25534354.

(I) The Technical Director may impound the ineligible engine for further inspection and/or return it to an authorized crate engine re-builder, at the expense of the team, for re-certification. 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. No ceramic clutches. No stainless headers.

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.

(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, including filler spout and overflow vent check valves 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 be in spec. 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. Helmet rule may be revised when the new snell rating comes out. 2005 helmets would then be void.**

(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. All window net mounts must be welded to the roll cage. must be dated by the manufacturer and must be in spec

(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) 3/8" 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. Competitors that loose ballast will be fined up to \$5 per pound.

(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. ***Email: southsoundspeedway55@gmail.com for your car 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.** Shock rule: The new rule is: Any twin tube non adjustable shock with a retail price of under \$200 may be used. If using all 4 of these shocks receive a 50lbs weight break, or 10lbs per shock.
- 2.** Any car observed misfiring in a traction situation will be considered to have traction control and be black flagged.