

2012 BEDFORD / THUNDER VALLEY GROUND RULES

A. ELIGIBILITY:

1. Any car meeting technical, safety and disciplinary standards set by the speedway management may compete in any division for which it is legal. Once a car competes, it may compete in only that single division for the duration of the event.
2. Any driver may compete in any and all divisions for which he has an appropriate car. Although, official permission will be required before an over qualified driver may compete in entry level classes.

B. QUALIFICATIONS

1. Most qualifying will be done by heat events. Heats will be 10, 8, 6, and 5 laps, from the featured class on down. Consy event distances will vary due to need and entries. If a planned consy event does not draw enough cars to be necessary, it will be checkered on the pace lap and will become official. In that event, that will be the finishing order and only those present will transfer to the feature.
2. Except for "draw" events, heats will be handicapped by opposite point averages, low to high, with these exceptions:
 - a. Competitors who have not made two prior appearances have no average and start at the rear.
 - b. Competitors returning after missing two consecutive events have no active average and start at the rear.
 - c. Competitors who arrive late and miss the handicapper start at the rear.
 - d. Competitors tardy to the staging area or out the gate report to the rear.
3. Only those top qualifiers from the heats remain eligible for rehandicapping for the feature, with the number of heats determining the number if those eligible. They will again be arranged to the front of the field with low average to the front, with the exceptions noted in a, b and d above, and an exception for the most recent feature winner who will assume at that point the highest point average and start at the rear of the handicapped cars if eligible.
4. We will handicap from the heat events 4 cars from 2 heats (8), 3 cars from 3 heats (9) and 2 cars from 4 or 5 heats (8 or 10). The remainder of the feature lineup will consist of (in order) heat event qualifiers ineligible for handicapping, consi qualifiers, and unqualified add on cars until the field is full up to 25 cars. The 25th Starting spot will go to the highest point total competitor not already qualified. For clarification consult the chart enclosed.
5. Sweepstakes qualifying can be used in any division due to time or car count considerations. If Sweepstakes qualifying is used, the top 10 in total points will be inverted into the first 10 positions, and the rest of the field will be formed by drivers total point standings in order.
6. Relief drivers, substitutions and driver changes are permitted but:
 - a. Officials must be notified before the event starts
 - b. If the change happens after sign in but before qualifying the driver takes his assigned handicap spot
 - c. If the change occurs after qualifications both the car and the driver must be qualified (although not necessarily together) and the car starts at the rear.
 - d. The driver who pulls away in the starting grid receives points for the event. The payoff goes to the car.
7. When a driver tries to qualify a second car, the first car is withdrawn.
8. If a second driver tries to qualify a car, the first effort is withdrawn.

C. GREEN FLAG RACING

1. The flagman has complete control of the race.
2. Competitors are to remain in formation with no racing or passing until:
 - a. The field passes the designated "break point" on the track
 - b. The leader "makes the break" and the flagman drops the green.
3. Jump starts will not be tolerated. One jump earns a warning. Two jumps earn a trip to the rear. Three jumps earn a trip to the pits. Cars which are purposely lagging behind will not be considered to be jumped if it occurs at the discretion of the starter.
4. All single file restarts will come off the cone. Cars must pass to the right of the cone in single file. One avoidable intentional cone jump will earn a trip to the rear.
5. Cars not running at competitive speeds must heed the layover flag during racing conditions and vacate the racing groove as soon as possible on each restart.
6. The feature will be considered a started event at the expected throw of the green flag and is closed to added starters at that time.
7. Beginning with the initial start the flagman has the option to call for a single file start, especially after two unsuccessful start attempts.
8. (TV) -Cars should exit to the pits in the turn one gate. Cars must enter the track at the turn two gate.
(BFD)- Cars should use any exit to leave the track. Cars must enter ONLY at the turn two gate.
9. Feature distances will be 25 laps (LM), 20 laps (LL), 18 laps (SL), 15 laps (PS) and 12 laps (4C). Feature events which have their distances altered will be handled thusly:
 - a. Weather or equipment failure...one lap past halfway is official
 - b. Time limit-- Officials will warn the field at the end of time, and then end it at the next yellow.
 - c. Curfew--The field will be warned of the time approaching and the event will be stopped at the limit. Halfway is official at that point.
 - d. Events over 49 laps must end with 2 consecutive green flag laps.

D. YELLOW FLAG RACING

1. The field must slow down behind the leader or pace car immediately

2. In the event that the field has not yet made one complete clean lap (at the discretion of the scorer) there will be a complete restart. All other restarts will come off the cone in single file. Lapped cars remain in the field.
3. Restarts will be derived this way:
 - a. Any lap the leader completes will be a counted lap as far as total.
 - b. The leader and anyone who has completed that lap are frozen in those positions that they recorded at the start finish line
 - c. Everyone else unable to get by the line before the yellow gets credit for the lap but is frozen in the position recorded on the last pass of the line under green.
 - d. Cars whose forward progress was hindered by the incident but do not stop will be scored as either (b) or (c) above.
 - e. Any car stopping on or leaving the track surface, from the initial drop of the green, first lap, last lap or any in between forfeits their earned scored spot and goes to the rear. This includes identifiable debris from a car which was sufficient enough to cause a caution, with this exception: Any car (or cars) which momentarily stop on the track during the realignment process, due to emergency vehicle movement or by official decree may (or may not) keep his spot at the discretion of the attending officials. Additionally a car (or cars) which in some way cause the caution to fly may be sent to the rear even if he does not stop, if no one else stops on the track to assume the blame of the caution.
4. Events going over 59 laps will have every lap count. Events between 59 and 99 laps may be led by the pace car during yellows. At those times yellow laps will count.
5. Anyone deemed at fault in 3 yellow flag incidents may be black flagged
6. No work may be performed on any car at any time on track surfaces
7. No crew members are permitted on the track surface except as requested by officials in exceptional circumstances.

E. RED FLAG RACING

1. All racing stops
2. On an unplanned red flag, no one but the driver is allowed on the track surface.
3. No work (no tools) will be done on any car
4. Scoring reverts back as in Yellow Flag rule #3
5. A trip to the pits earns a trip to the rear
6. Cars leaving the crash scene or the pits fall in line at the rear of the field in sequence.
7. On a planned red flag (fuel stop etc) all the above rules apply except that we will allow two additional people onto the track for fueling only.

F. BLACK FLAG RACING

1. The black flag is to use at the discretion of the starter
2. The recipient of the black flag must leave the racing surface immediately
3. Disobedience of the black flag will result in the car not being scored for the duration.
4. All black flag uses are not fatal. Once the offending issue has been cured the car may race again.

G. TECHNICAL PROCEEDURES

1. Any competing car must be presented to the tech man or area upon request. Only the driver or some competent official may accompany the car during the procedure
2. No feature winner will be official until the tech man is satisfied
3. Visual (easily observable) protests will be accepted and checked as needed throughout the program, as long as presented coherently
4. Technical protests (those requiring disassembly, measuring part identification etc) will be allowed again if presented coherently and as the tech team sees fit.
5. In the event of multiple protests we will determine the order of importance and select which if any we choose to omit.

H. SPORTSMANSHIP

1. Any protests, visual, technical or scoring) must be made to the proper official in an orderly and dignified manner.
2. Erratic driving or rough riding will result in an official warning and a period of probationary observation. Further misconduct will result in fines or suspension from racing activity. Judging on intent and result, Fines or suspension may result from the first offense. Racing for the lead requires a different level of dignity. Contact with the leader may result in more serious scrutiny than normal activity.
3. Unsportsmanlike conduct, arguing, fighting, theft, vandalism, disrespect, misrepresentation etc, on the grounds may result in disqualification, fines or suspensions.
4. Any driver who exits the car on the racing surface to prolong an argument, and or refuses to move the car when requested, or otherwise creates a nuisance, will receive time off for that behavior.
5. No official will be disrespected nor touched in anger.
6. The car owner, driver, sponsor are responsible for the car and the crew and all the associates and may share equally in disciplinary action earned by them.

I. LINEUP AND POINTS

INFORMATION

1. QUALIFYING EVENTS:

# cars in pits	# of heats	# getting handicapped	# of qualifiers
0-20	2	4 per heat 8 total	6 per heat 12 total
21-31	3	3 per heat 9 total	6 per heat 18 total
32-40	4	2 per heat 8 total	5 per heat 20 total

41-48	5	2 per heat 10 total	4 per heat 20 total
49-+	6	2 per heat 12 total	3 per heat 18 total

2. FEATURE LINEUP

- 2 HEATS--Pos 1-8 opposite point averages with exception, then the other heat finishers in succession
- 3 HEATS--Pos 1-9 opposite point averages with exception,
 - 10-18 4th place heat cars then 5th place cars, 6th place cars
 - 19-25 Consy finishers in order plus the high point man not in.
- 4 HEATS ETC-- Follows the pattern set above.

3. THE STARTING FIELD WILL INCREASE TO 25 AT 25 ENTRIES, 26 AT 35 ENTRIES AND 27 AT 40 ENTRIES

4. FIRST TWO POINT RACES WILL DRAW A PILL TO DECIDE HOW MANY CARS TO INVERT FROM A HEADS UP START.

POINT SYSTEM

FEATURES--

1-95	6-72	11-58	16-48	21-38	2-90
7-69	12-56	17-46	22-36		
3-85	8-66	13-54	18-44	23-34	
4-80	9-63	14-52	19-42	24-32	
5-75	10-60	15-50	20-40	25+-30	

HEATS--WINNER TAKE ALL--
pts

1ST- 5

J. RULEBOOK 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 are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OR 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 deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The race director has the authority to revoke racing privileges of any competitor at any time and for any reason. Competitors who are unable to compete in an appropriate manner will be penalized accordingly.

Management has the right to confiscate any part deemed to be in violation of the technical rules. Any driver/ car found to be in violation of any technical/ procedural rules can have their racing privileges revoked for any length of time deemed appropriate by management.

2012 Super Late Model

RULEBOOK 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. By participating in these events, all participants are deemed to have complied with these rules as interpreted by each speedway for their event(s). **NO EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** The rules are intended as a guideline for the conduct and technical measurements of the sport and are in no way a guarantee against any degree of injury to a participant, spectator or official. The track officials shall be empowered to permit reasonable and appropriate deviations from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is at the discretion of the officials. Their decision is final.

All cars must have wrecker hookup. All cars should have 5 pound minimum fire extinguisher in reach of driver. All drivers should wear flame retardant fire suit, shoes and gloves. Window nets are highly recommended for all cars. No radios, communication equipment or mirrors permitted, including pit boards. No computer controlled equipment.

1. MOTOR

V8 motors only. Motor must be based on factory design and naturally aspirated. 1 spark plug and 2 valves per cylinder. No fuel injection, turbo chargers or blowers.

Unlimited **2,250** weight—Aluminum block and heads—OK. Unlimited motor displacement. **6"** maximum setback measured from the center of the ball joint to the center of the left front spark plug OR **25 ½** maximum setback measured from the center of the ball joint to the front of the motor plate.

Steel Block **2,200** weight—Steel block only. Aluminum heads—OK. Unlimited motor displacement. **6"** maximum setback measured from the center of the ball joint to the center of the left front spark plug OR **25 ½** maximum setback measured from the center of the ball joint to the front of the motor plate.

Spec **2,200** weight—**360** ci limit. **3.480** stroke. **2.100** minimum rod pins. No titanium crankshafts, connecting rods or valves. Titanium retainers—OK. No intake modifications! **60** cc minimum head combustion chambers for all heads. No modifications to heads except intake opening may be ground or polished maximum **¾"** or into the port no farther than the closest letter of the SUPR/PPMS logo. Intake port polishing allowed maximum **1 ½"** below the bottom of the original seat ring on the back side of the bowl area and maximum **1"** on the short side. Polishing allowed ONLY in the combustion chamber area to avoid hot spot chafing and in the exhaust ports as long as SUPR/PPMS logo is not affected. Valve angle may not be modified. Intake opening may not be larger than original opening. NO intake or exhaust port relocation, raising, reshaping or size modification of any kind! **6"** maximum setback measured from the center of the ball joint to the center of the left front spark plug OR **25 ½** maximum setback measured from the center of the ball joint to the front of the motor plate.

Flat top or inverted pistons only. Block must be cast iron. **GM 350** block. Brodix **#11SPXPMS** or **#SUPR** heads and Brodix **#HV1000** intake. No Bowtie blocks. Ford **351W** or **351W** Sportsman block with Brodix **#T1FSTDX-PMS** or **#SUPR** heads and Victor Jr **#2980** intake. No **302** Ford blocks. Chrysler **360** block with Brodix **#B1BA-PMS** or **#SUPR** heads and Victor Jr **#2915** intake.

GM CT525 2,150 weight—**GM CT525** crate motor part **#19171821**. **10.7:1** maximum compression ratio for **GM CT525** motor. **GM CT525** motor must be purchased from an authorized dealer and MUST remain sealed at all times. **GM** factory encrypted bolts cannot be altered, removed or changed. Absolutely no modification of any internal engine part. Breather system and valve cover MAY be modified. All other motor parts included with the motor as shipped from **GM** must remain OEM and may NOT be modified including valve springs, push rods, harmonic balancers, rocker arms etc. No machine work permitted. **GM** part number may not be removed from any part. Any motor modification will result in one year suspension and loss of all points and winnings. Any **GM** bolts that have been copied are considered trademark infringement and will be reported to the manufacturer for legal proceedings. All motor parts must be same parts listed in **GM** book part **#88958668**. Wet sump only. **10"** maximum setback measured from the center of the ball joint to the center of the left front spark plug OR **21 ½** maximum setback measured from the center of the ball joint to the front of the motor plate.

GM crate motors may NOT be unsealed and may NOT be rebuilt without track approval before the rebuild. If permitted, the motor must be rebuilt at a track-authorized motor builder. Motors that are torn down for track tech must be reassembled with all of the exact same parts at the time of tear down except those that are determined by the tech official to be damaged by the tear down process. Any tear-down damaged part must be replaced with the exact same **GM** part. Reassembled motor must be inspected and resealed by authorized tech center BEFORE further competition. By using a **GM** crate motor in competition, the race team acknowledges all responsibility for the legality of the motor upon inspection at any event regardless of any previous motor verification.

Track option to accept **GM 604** crate motor part **#88958604** at any event. **10:1** maximum compression ratio for **GM 604** motor. Wet sump only. *Verify status of **GM 604** motor with track. If legal, these motors MUST run a 12 to 14" spoiler length with 12" maximum spoiler height. Side spoiler should be as high as spoiler. Nose spillboard is optional. All **GM CT525** motor setback, rear spoiler, side spoiler, spillboard and weight limits apply for these motors. **GM 602** crate motor part **#88958602** is not legal for Super Late Model!*

2. CARBURETOR

One 2 or 4 barrel carburetor permitted.

3. FUEL

Gasoline or alcohol allowed. **E-85**—OK. No nitrous oxide, nitro-methane or propylene oxide. No electric fuel pumps or pressurized fuel systems. Mechanical or belt-driven fuel pumps only. Fuel lines should not pass through driver's compartment.

4. DISTRIBUTOR

Unlimited **2,250** weight, Steel Block **2,200** weight and Spec **2,200** weight—No coil packs. Motor must use single distributor. Magnetos permitted.

GM CT525 2,150 weight—Coil packs permitted.

5. STARTER AND BATTERY

All cars must be self starting. Failure to start during a race will result in disqualification.

Battery should be located in a safe area and covered with a metal fireproof box. Battery should not be in driver compartment. Battery disconnect kill switch to shut down motor highly recommended mounted in reach of driver and should be clearly labeled for safety crew.

6. EXHAUST

Headers permitted. Exhaust pipes may NOT point towards ground. Mufflers are HIGHLY recommended for all cars.

7. REAR AXLE

Any rear end permitted. Quick change—OK

8. TRANSMISSION AND DRIVE SHAFT

Any transmission permitted. Standard transmission must have operational clutch. No in and out boxes. Transmission should be bolted to the motor and must have working reverse gear. Only one drive shaft permitted. All drive shafts should be painted white and should be surrounded by two **3"** steel safety loops or sling mounted to frame.

9. TRACTION CONTROL

All traction control devices using wheel sensors are NOT permitted. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls are NOT allowed in the cockpit or any other location accessible by driver. Any remote control components or data acquisition equipment are NOT permitted.

10. TIRES

11" maximum tire treadwidth. **16 3/4"** maximum cross section. Tire hoop must pass freely over tire. **93"** maximum circumference. Tires must have all manufacturer's stamps intact. **32** minimum tire hardness after race, verified by durometer. Only American Racer **44**, Hoosier **15/1300** or harder compounds permitted—no softer compounds allowed. The track durometer is the official measuring device. **11"** maximum circumference grooving—no tolerance. No buffing or taping over tire size markings.

11. WHEELS

14" maximum steel, aluminum, carbon fiber or plastic wheels only. Wheels must be held on by bolt-type lug nuts, no knock-off type mounting permitted. **90"** maximum outside width at wheels with wheels pointed straight.

12. SUSPENSION

No straight front axles. Any type steel or aluminum shocks allowed. Coilovers—OK. Suspension must be mechanical—no computer or

electronic components. **No titanium suspension or chassis components.**

13. BRAKES

All cars must have 4 wheel braking system. No titanium or carbon fiber rotors permitted.

14. BODY

All Cars—Body must meet all specifications listed on diagram. Super late model type, full bodied cars only. All body panels must be solid—no holes, gaps, slots etc. Body line must be a flowing line from front to rear. 38" maximum front fender and door height. 48" maximum rear quarterpanel length measured from center of rear wheel. Ground clearance should be 3" minimum. Wheel clearance should be 2" minimum. No ridges, fins or raised edges on body except roof bead rolls. 40" maximum deck height at rear at all points regardless of tilted angle of body, WITH NO TOLERANCE!

Fenders must be level from side to side. Quarterpanels must be same length and cannot extend higher than rear deck. Rear deck must be level 20" forward from rear of quarterpanel and must extend between quarterpanels. Rear deck may not extend past quarterpanel and top to bottom of quarterpanel must extend to rear of deck. Quarterpanels and doors may not dish inward. Skirting may not extend behind quarterpanel. Left rear quarterpanel must extend downward from deck minimum 33" with plastic skirt at all points. Right rear quarterpanel must extend down from deck minimum of 31" with plastic skirt or 27" without plastic skirt at all points.

76" maximum body width at top deck. 82" maximum body width at bottom of doors measured at the center of the car. 86" maximum width at rear of quarterpanels from bottom to 19" from ground. All body width variations must taper evenly on both sides.

All fenders, doors and quarterpanels should roll inward ½" to 1" at top, with sides over upper body. No sharp or jagged edges, fasteners, etc. No wings or tunnels permitted under body or chassis. Unapproved bodies may be assessed a 50 pound weight penalty.

15. ROOF

Approved roof and roof supports should match nosepiece. Minimum 44" long x 48" wide, maximum 54" long x 52" wide. 45" minimum height from ground, 48" maximum. Roof must be mounted near center of car, parallel to deck and level. Roofline and side panel window contours should be stock appearing and match nosepiece. Roofline MUST be rounded—no flat, wedge, bellied or hollow roofs.

Rear roof and front roof supports mandatory. Rear roof supports may extend 43" from rear of driver's side window. Rear roof supports must taper downward evenly from outside edges of roof with a 2" maximum outward bow both to the sides and rear. 17" maximum at top of rear roof support. 10" high x 15" long minimum rear roof support window is optional and recommended for appearance. Rear support window may be filled with clear lexan. 2" minimum front roof post width, 4" maximum. Front roof post bracing may extend 7" vertical and horizontal. Front roof posts must extend forward to the rear of hood. ½" maximum bead rolls permitted on roof running from front to rear in direction, 4 maximum including edge bead rolls.

Door window opening height should be 12" minimum measured from deck to roof. 1.5" maximum roll down permitted along front and rear edge of roof. Roof may not turn upward. 4" maximum hinged sun shield permitted in front of driver. 25 pound penalty for unapproved roofs.

16. SPOILERS

Spoiler and spillboard dimensions may be adjusted during the season for competition or vary due to track size.

Spoiler and braces must meet all specifications listed on diagram. Maximum 3 solid side spoilers permitted. Rear spoiler must be mounted at rear of deck. Outer side spoilers must be mounted at outside edge of deck. Bottom of 12" side spoilers may overhang 12" past rear of deck. Bottom of 8" side spoilers may overhang 1" past rear of deck. Side spoiler must taper down evenly from maximum to minimum height and may be rounded or triangular in shape. Side spoilers must be mounted at rear of quarterpanels. 2 additional 1" open aluminum braces permitted. Spoiler should be clear lexan or aluminum. No driver-adjustable spoilers. No other spoilers or wings.

Unlimited 2,250 weight and Steel Block 2,200 weight—8" rear spoiler height measured from the top of rear deck and 8" maximum spoiler length measured at angle of spoiler. 72" maximum spoiler width. 8" maximum side spoiler height from rear of side spoiler to 6" forward or rear of side spoiler. 4.5" maximum height at front of side spoiler. 18" maximum total side spoiler length. Spoiler must be mounted at rear of deck and cannot be suspended to create a wing effect.

Spec 2,200 weight—12" rear spoiler height measured from the top of rear deck and 12" maximum spoiler length measured at angle of spoiler. 72" maximum spoiler width. 12" maximum side spoiler height from rear of side spoiler to 10" forward or rear of side spoiler. 4.5" maximum height at front of side spoiler. 24" maximum total side spoiler length. Spoiler must be mounted at rear of deck and cannot be suspended to create a wing effect.

Spec motor cars permitted 1 maximum 4" high x 32" long spillboard mounted on the nose. Spillboard may have 1" ridge running at 90 degree angle on top. Spillboard measured at mounted angle. No other ridges are allowed on the nose.

GM CT525 2,150 weight—12" rear spoiler height measured from the top of rear deck and 14" maximum spoiler length measured at angle of spoiler. 76" maximum spoiler width. 14" maximum side spoiler height from rear of side spoiler to 14" forward of rear of side spoiler. 6" maximum height at front of side spoiler. 28" maximum total side spoiler length. GM CT525 motor cars permitted 1 maximum 4" high x 36" long spillboard mounted on the nose. Spillboards may have 1" ridge running at 90 degree angle on top. Spillboards measured at mounted angle. No other ridges are allowed on the nose.

17. NOSEPIECE, FENDER FLARES AND HOOD

Approved stock appearing molded nosepiece required and should match roof and roof supports. Nosepiece must be made of flexible material. 15" minimum nosepiece height measured from bottom of nosepiece to where sheet metal is attached, following the angle of the nosepiece.

Nose must be mounted level. Two-piece nose cannot be widened. 53" maximum nosepiece extension measured from center of front hub with wheels turned straight. 3" minimum ground clearance. Nosepiece may not be modified or cut. Unapproved nosepieces will be assessed a 50 to 125 pound penalty. Tech inspector may require that any unapproved nosepiece must be changed.

38" maximum front fender height from ground. Plastic front fender flares permitted, but cannot alter original shape of nosepiece and must have collapsible support (no steel supports). Fender flares may extend 1" outside front wheels when pointed straight. 90" maximum fender flare width. Front fender flares may extend maximum 3" above the top of fender and 4" above the sloped nosepiece panel.

Hood must be level from side to side. Scoop may be maximum of 1" above air cleaner. No raised edges on scoop

18. FRAME

Late model, full tubing frame cars only. 103" minimum wheelbase, 108" maximum. All frames should be constructed of 2"x 2" square steel tubing or 1 ¼" outside diameter round steel tubing, with .083" minimum material thickness. All round tubing frame cars should use 4130 chrome molly steel or DOM in frame construction. No holes may be cut in frame. All other chassis tubing should be 1 ¼" at outside diameter and have a minimum thickness of .083".

Car should have horizontal safety bar constructed from same steel tubing as frame, mounted behind fuel cell and securely welded to frame.

Rear bumper should be at least 4" behind fuel cell. Center of rear bumper and safety bar should be at rear deck center height, approximately 19" from the ground and should be at least as wide as frame. Tubing should also extend downward to form a horizontal bar at the bottom height of the fuel cell, with additional vertical and diagonal tubing bracing the lower tubing to the rear bumper and the safety bar. Lower tubing should be at least as wide as fuel cell. No part of the fuel cell should be below the protective tubing. Any rear bumper that extends more than

8" from rear of frame should be rounded and directed toward the front of car. Bumper should not have any sharp edges. No external rub rails.

20. ROLL CAGE

4-post, box-type roll cage should be constructed of 1 1/2" minimum outside diameter and .095 minimum material thickness steel tubing. Roll cage should have at least 3 horizontal bars at driver's side door and 2 horizontal bars at passenger side door, extended outward into door panels with 2 vertical bars between each horizontal bar as additional support. An extra vertical side brace bar is recommended on the left side in line with steering wheel. Door bars should be 1 1/2" in diameter with a minimum thickness of .065. Both door window areas should remain open and unblocked by roll cage bars for easy exit. Roll cage should extend forward on driver's side to protect foot area completely. Roll cage should be welded to frame in at least 6 places (in addition to diagonal bracing) and welded together at all intersecting points. Diagonal bars should brace roll cage at rear, and should run from frame to top of roll cage.

Top of roll cage should be at least 2" above top of driver's helmet. All areas of the cockpit should have at least 11" to 12" of clearance below the roll cage and roof. All roll cage bars within reach of driver should be covered with non-flammable foam padding certified to SFI spec 45.1. Other than padding, roll cage must remain exposed above top of door with no aerodynamic effects. Right-side padded headrest or head net recommended attached to roll cage. Bars or wire mesh in windshield and driver's side quick-release window net certified to SFI spec 27.1 are highly recommended.

19. FUEL CELL

35 gallon maximum, racing-approved fuel cell should be securely mounted inside a 20 gauge steel or .060" aluminum metal box and secured to frame with a minimum of two 2" x 1/8" thick steel straps around entire fuel cell. Minimum 7/16" bolts should be used to mount the fuel cell. The fuel pick up should be on the top or right side of the fuel cell, be constructed of steel and should have a check valve in case of roll over. Fuel cell should be mounted in square tubing frame. Fuel cell should be mounted behind the rear axle and between the rear tires, at least 4" in front of the rear bumper. 9" minimum fuel cell ground clearance. No part of the fuel cell may be lower than the rear end housing. Car number must be displayed on fuel cell, 6" minimum height.

21. FIREWALLS AND INTERIOR

A full metal firewall constructed from 18 gauge steel or 1-1/8" thick aluminum should be joined to seal off driver compartment at front, rear, sides and floorboard. Full metal floorboard. Top of interior may be maximum of 4" below top of doors. The start of the dropped interior should remain closed as part of the firewall. The interior must taper up gradually to be even with the rear quarterpanel and level for 20" from rear of deck and quarterpanel. Interior must be mounted flush with outside body panels. Interior clearance should be 11" to 12" minimum below roll cage at all points for easy exit. Onboard fire suppression system recommended.

22. SEAT AND SAFETY BELT

Full containment, metal racing-approved seat with padded headrest should be securely attached to frame. 3", 5, 6 or 7-point, quick release racing belt with double harness certified to SFI spec 16.1. 7-point system is highly recommended. Seat and belts should be mounted to the chassis with grade 5 or better hardware. Mounts should run in the same direction to secure the belt. Belt should not come in contact with sharp edges. Safety belts should be replaced if 2 years old, and all worn or damaged safety belts should be replaced. Quick-release, racingtype steering should be used.

23. FIRE SUIT AND HELMET

Drivers should have flame retardant firesuit certified to SFI spec 3.2A/5 and racing approved full-face helmet with face shield certified to Snell SA2000, SA2005 or SA2010 standard or SFI spec 31.1A, 31.1/2005 or 31.1/2010. Gloves certified to SFI spec 3.5/5 highly recommended. Nomex shoes, socks, and hood highly recommended. Head and neck restraint system certified to SFI spec 38.1 and arm restraints are highly recommended.

24. WEIGHT

Weight limits may be adjusted during the season for competition. Weight limits may vary by track or co-sanction. Verify weight limits with track!

Base weights—2,250 pound minimum weight with driver after race for Unlimited aluminum block cars. 2,200 pound minimum for Spec motor cars meeting all specifications. 2,150 pound minimum for GM CT525 motor cars. No tolerance. All weights should be solid material, entirely painted white or a bright color and marked with car number. Each weight should be 50 pound maximum. Weights should be bolted to frame with two 1/2" Grade 5 bolts on two weight clamps or secured with steel plate. No weights should be attached to rear bumper or in driver's area. Weights should not be lead pellets or liquid. Each weight should be bolted to the frame individually and should not be stacked on another weight. Track may add or deduct 50 pounds from any weight category.

2012 Super Late Model GM CT525 Tech Specs

GM CT525

Balanced internal

Block part number #19171821

Block type cast-aluminum with 6-bolt, cross-bolted main caps

Bore x stroke (in) 4.065 x 3.62 (103.25 x 92mm)

Camshaft duration (@.050 in) 226 degree intake / 236 degree exhaust

Camshaft lift (in) .CT525 intake / .CT525 exhaust

Camshaft part number #12480110

Camshaft type hydraulic roller

Compression ratio 10.7:1

Connecting rod part number #12617570

Connecting rods type powdered metal

Crankshaft part number #12597569

Crankshaft type nodular iron

Cylinder head part number #12615879

Cylinder head type LS3 rectangle port; aluminum as-cast with 68cc chambers

Displacement (cu in) 376 cu in (6.2L)

Engine name Circle Track CT525/CT525:

Engine type LS Series Gen IV Small-Block V-8

Maximum rpm 6700

Piston part number #19168089

Pistons type hypereutectic aluminum

Recommended fuel 92 octane

Reluctor wheel 58X

Rocker arm ratio 1.7:1

Rocker arms part number #12569167 intake / #10214664 exhaust

Rocker arms yype investment-cast, roller trunnion
Valve size (in) **2.165** intake / **1.59** exhaust

2012 GM Performance Tech Specs

GM 604 350/355 (IF permitted at specified events – verify with track)

Block part number **#10105123**

Block type Cast iron with **4-bolt** main caps

Bore x stroke (in) **4.00 x 3.48**

Camshaft duration (@ .050 in) **208** degree intake / **221** degree exhaust

Camshaft lift (in) **.474** intake / **.510** exhaust

Camshaft part number **#10185071**

Camshaft type Steel hydraulic roller

Compression ratio **10:1**

Connecting rod part number **#10108688**

Connecting rods type powdered metal steel

Crankshaft part number **#12556307**

Crankshaft type forged steel

Cylinder head part number **#12556463**

Cylinder head type Aluminum; **58cc** chambers

Displacement (cu in) **350**

Engine name Circle Track **350/355**

Engine type Chevy small-block **V-8**

Ignition timing **10** degree BTDC @ **800** rpm **32** degree total @ **4000** rpm with vacuum advance disconnected

Maximum rpm **5800**

NOTE Distributor included with the 350/355 engine has a melonized steel gear part number **#10456413**.

This **MUST** be used with engines with steel camshafts, or engine damage will occur.

Piston part number **#10159436**

Pistons type hypereutectic aluminum

Recommended fuel **92** octane

Rocker arm ratio **1.5:1**

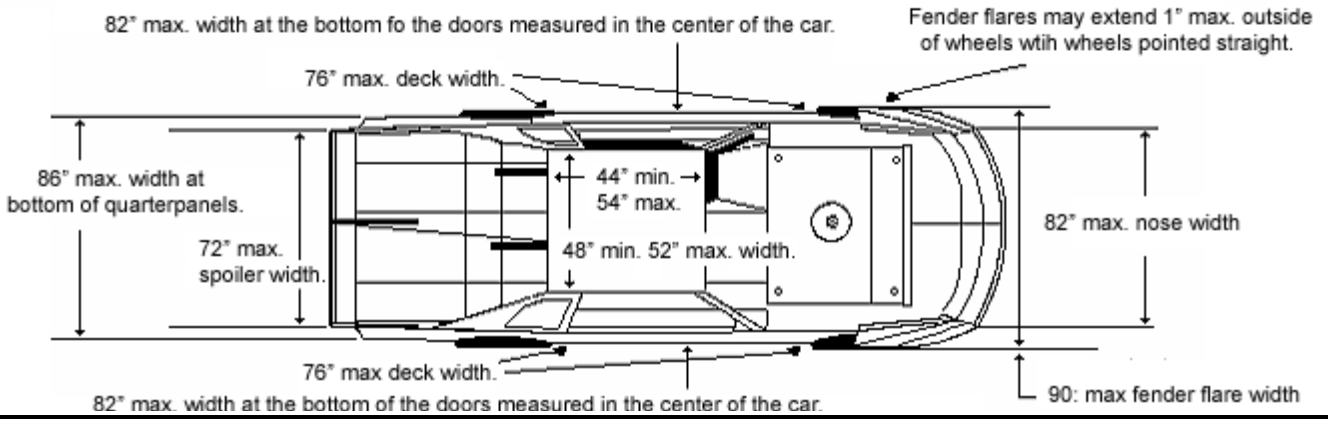
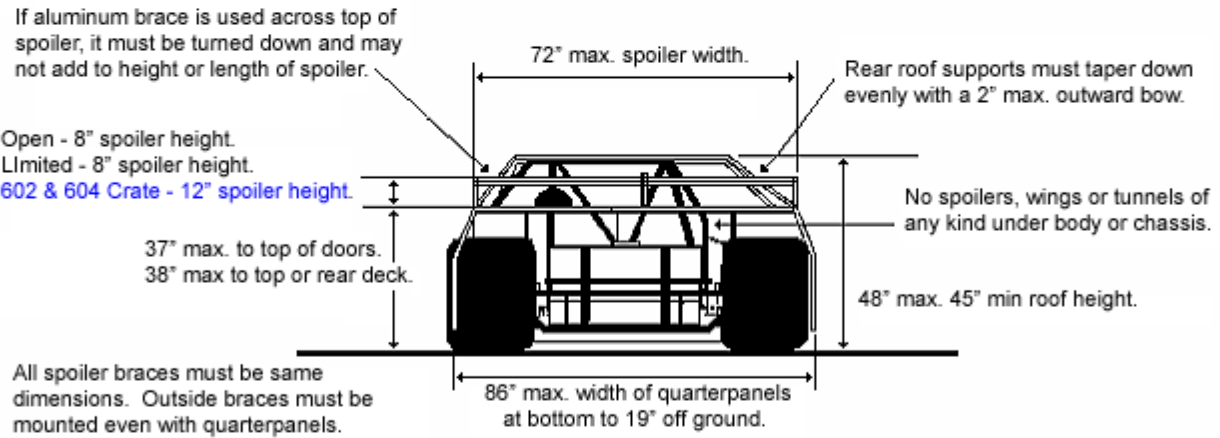
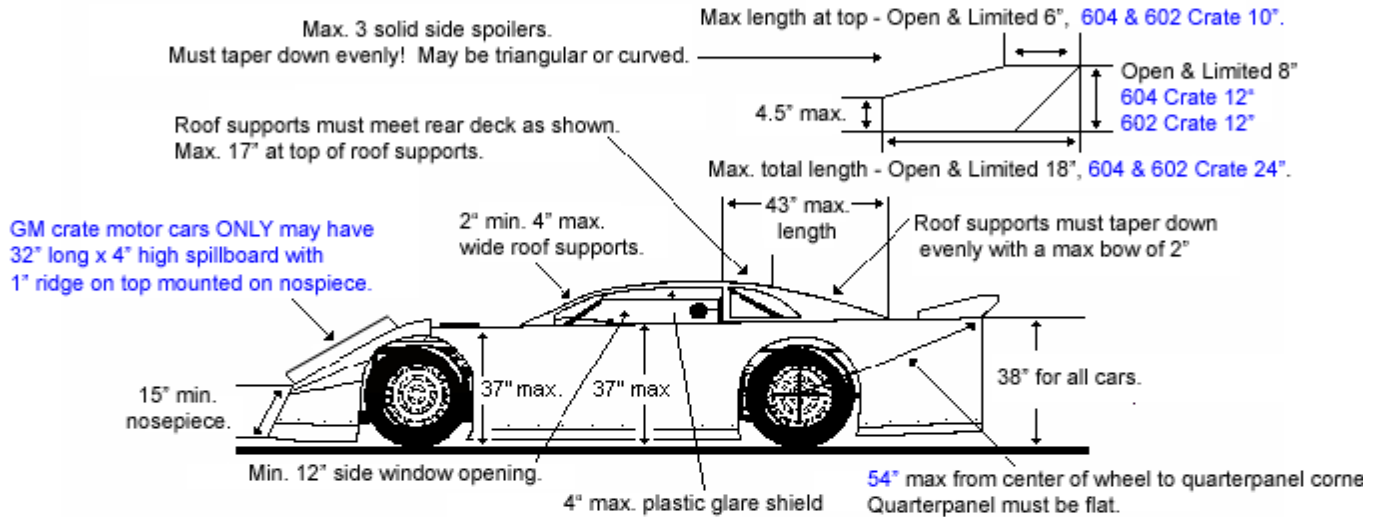
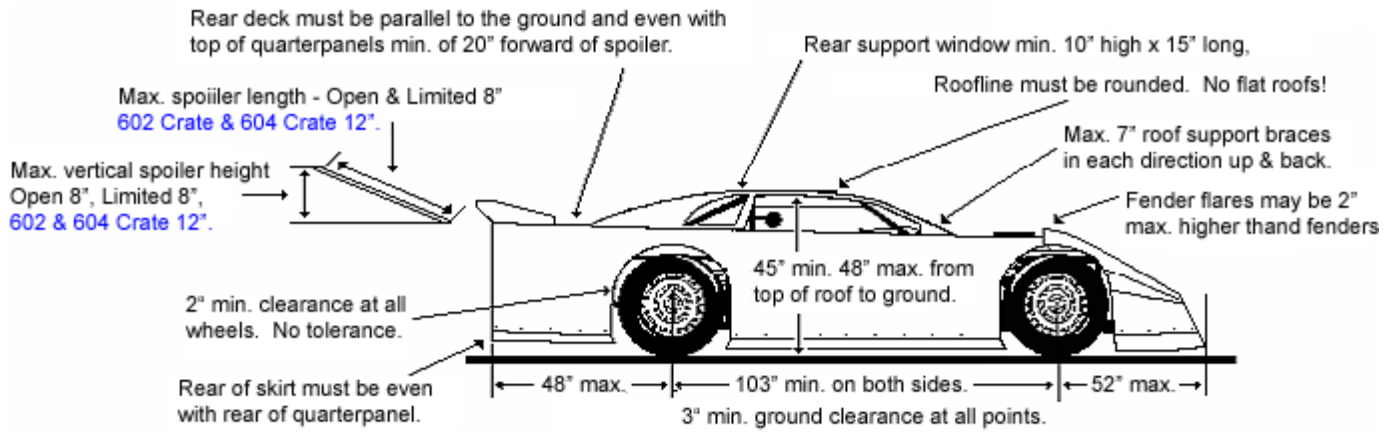
Rocker arms part number **#10089648**

Rocker arms type stamped steel

Valve size (in) **1.94** intake / **1.50** exhaust

2012 Super Late Model Body Specs

Unlimited specifications apply for Steel Block motor cars.



2012 BEDFORD- THUNDER VALLEY SEMI LATE RULES

For 2012 we will honor engines sealed by an **APPROVED** engine specialist. Drivers wishing to have their engine seal honored **MUST** provide documentation of engine seal (seal number, date sealed, engine specs, and by whom), this must be provided **PRIOR TO** racing. Sealed engines will be valid all season or the point where the seal is removed, whichever comes first. There will be a \$50.00 nonrefundable fee to register your engine seal with the track. (Valid at both tracks)

1. GENERAL

- A. Limited to any 1965 to date, domestic, rear wheel drive, complete bodied car.
- B. No Jeeps, 4wd, Station Wagons, compacts, convertibles, sports cars, sunroofs, t-tops, or trucks permitted.
- C. Must remain stock wheelbase, minimum 108".
- D. Cars must remain stock except for modifications listed below.

2. APPEARANCE

- A. Officials reserve the right to request body or sheet metal to be replaced if it has sharp edges or is deemed not presentable.
- B. Numbering must be legible, highly visible and in a color contrasting to the car. Numbers must be located on both doors and on the roof.
- C. Numbers must be minimum 18" high and any letters must be 9" high
- D. It is recommended that numbers also be located on the front windshield and rear taillight area.

3. FRAME/CHASSIS

- A. Frame must match manufacture of body. No altering or mismatching of frames.
- B. Front cross member may be altered for fuel pump.
- C. No fabricated frames except for uni-body cars. If the car is manufactured without a full frame then front and rear sections must be tied together.
- D. Frame rails must match the stock contours of the production model; on uni-bodied cars fabricated frame rails must have minimum 53" separation through the center of the car.
- E. On uni-bodied cars only, frame may be constructed using steel rectangular tubing only, must be at least 2" (horiz.)x 3"(vertical) x .120" thick.
 - 1. Must start at the rear of the front stock OEM sub-frame and continue all the way to the front of the OEM rear sub-frame.
 - 2. Springs and locating bars for rear must retain stock specifications.
 - 3. Minimum wheelbase for uni-body cars is 110".
- F. Frame behind rear suspension may be replaced with at least 2"x3"x .095" box.

4. EXTERIOR BODIES

- A. All glass lights, lenses, chrome, emblems and grills must be removed.
- B. Body must be **complete stock or stock appearing**, all lines and bends must match OEM body. Absolutely no slab sides. **Body must be steel.**
- C. Stock appearing plastic nose and tail piece is permitted, must match manufacture.
- D. Hood must be secured using hood pins.
- E. Doors must be welded shut.
- F. No spoilers permitted.
- G. No rub rails, outside bracing or any sharp edges are permitted.
- H. Must have front and rear tow hook capable of supporting the weight of the car. (\$25 fine if car has to be

towed and tow hook is missing.)

I. Bodies must be completely identifiable and stock appearing to their production model.

5. INTERIOR

- A. Cars must be gutted of all flammable material, no boxing permitted.
- B. No radiators, tanks or fluid reservoirs in driver's compartment.
- C. Stock appearing firewall is required, floor pan must be stock appearing, and must be steel.
- D. No drivers adjustable weight jacks or traction control devices.
- E. No mirrors or reflective devices, no radios or two way communications.
- F. Pedals, Steering Column, and seat must be in the stock location.
- G. No batteries in driver's compartment, batteries must be securely mounted ahead of the rear axle.

6. WEIGHT

- A. Cars running a 358ci motor or smaller: 3000lb minimum weight. Cars running over a 358ci: 3300lb minimum, with driver after the race.
- B. Cars can be weighed at any time at the discretion of officials.
- C. Track scales are official; it is the responsibility of the participant to ensure that car makes proper weight.
- D. Any added weight must be clearly marked and secured and may be no higher than 10" from the lowest part of the frame.

7. ROLLCAGE

- A. Must have a full four point design (preferably built by one of the areas chassis shops).
- B. Cage must be welded 360 degrees and gusseted. Cage must be securely mounted to the frame.
- C. Driver's side door must have minimum of four horizontal bars and passenger side must have minimum of three horizontal bars, gusseted and attached to the vertical door bars.
- D. Seamless tubing with a minimum thickness of .095" and a minimum diameter of 1 1/2" are required.
- E. Cage must be padded in all areas where the driver may come into contact.
- F. No screwed type pipe fittings. Driver must have minimum 2" clearance above helmet.
- G. Front bars must follow the contour of the windshield; rear bar must be behind driver.
- H. Must have two bars from top of cage anchored to the frame in the rear.
- I. No offset or set back cages.

8. ENGINE

- A. Engine size shall not exceed 406ci.
- B. Engine must match manufacturer of car.
- C. Block must be a standard factory production block and naturally aspirated. No aluminum blocks. All factory ID letters and numbers must be present on blocks. No CNC lightening of blocks.
- D. Number one or first spark plug must be in line with upper ball joint.
- E. No sliding motor mounts. Solid motor mounts permitted.
- F. Flat top or inverted dome pistons only. Pistons must be at zero deck height or below the deck at top dead center.
- G. Crankshaft stroke must remain stock. Connecting rod length may be 5.7 or 6.0 inches. All other connecting rod dimensions must remain stock.
GM block #10066034 with casting # 10051182 is acceptable.
- H. Car must have a stock starter and be able to start under its own power.

9. HEADS

- A. Stock OEM type cast iron heads with no altering.
- B. No angle plug or high performance heads.
- C. Roller rockers permitted, no stud girdles.
- D. The following World Products S/R Torquer heads are permitted: GM #I-052, Ford casting # I-056. No Iron Eagle heads.

- E. No altering of heads is permitted. No angle milling.
- F. Minimum combustion chamber volume is 60cc's. Port matching on the head intake runner is acceptable up to a maximum depth of $\frac{3}{4}$ " in from the intake manifold interface. No additional port work permitted.
- G. No GM angle plug heads or aftermarket high performance heads permitted.
- H. GM Vortec heads are allowed as long as they are in stock form and were used on a production vehicle. GM Vortec pn. 25534371 and 25534351 will not be permitted.

10. CAMSHAFT

- A. Any make flat tappet camshaft permitted.
- B. No roller type or mushroom lifters permitted.
- C. Lifters must retain OEM diameter for that block.

11. CARBURETOR AND INTAKE

- A. Limited to a stock OEM two barrel, with no modifications except with possible removal of the choke plate. (Not to exceed 500cfm)
- B. Stock Holley carburetor (500 cfm model 4412) is permitted. Venturi and booster dimensions will be checked with a go, no-go gauge. Throttle bore diameter may be no greater than 1.6875"
- C. Must have stock fuel pump in stock position, No electric fuel pumps.
- D. Any OEM manufactured manifold of dual plane design will be permitted.
- E. The only aftermarket intake that will be permitted are the following Edelbrock Performer models:
Chevy 2101 or 2116 Ford 2181 Chrysler 2176
- F. 358 ci. or smaller can use any intake manifold except tunnel ram.
- G. No polishing, grinding, cutting or porting to intake manifolds.

12. IGNITION

- A. Ignition must be stock OEM distributor and coil only.
- B. No trigger systems, No Accel, MSD or Mallory ignitions permitted.
- C. HEI ignitions: coil must remain in distributor.
- D. Points ignitions: coil must be stock.
- E. Only one ignition per car.

13. TRANSMISSION, CLUTCH, REAR END

- A. Factory stock transmission with all working gears. Automatics must use a stock operational torque converter.
- B. No direct drive, Bert or Brinn transmissions allowed.
- C. No aluminum drive shafts. Drive shafts must be painted white and have a safety hoop. Safety hoop must measure minimum 6" diameter x $\frac{1}{4}$ " thickness x 1" width
- D. Clutch must be stock or triple disk only, no smaller than 7.25 inch diameter and must be all steel.
- E. Approved 360-degree scatter shield bell housing of at least $\frac{1}{4}$ " thick steel is mandatory.
- F. Any stock type production rear end acceptable. Ford 9" rear ends permitted.
- G. No quick change rear ends allowed.
- H. Rear ends must be locked.
- I. No internal traction control devices.

14. EXHAUST

- A. Stock manifolds or headers. Headers must have three 2" collectors for each side.
- B. Header mufflers are required and must be easily seen by the tech inspector.
- C. All exhaust must exit outside the car or behind the driver's seat.

D. All exhaust must be outside of the cars interior. Exhaust is not permitted to be directed towards the ground. Exhaust must be parallel to the ground. No 180-degree headers.

15. BRAKES, WHEELS AND TIRES

- A. All four wheels must have working brakes.
- B. Calipers and rotors must be stock OEM steel.
- C. Cannot be driver adjustable.
- D. Right side beadlocks permitted.
- E. Steel wheels only. Width not to exceed 10" diameter.
- F. Oversize lugs are recommended.
- G. Maximum tire size: circumference- 93", cross section- 16 $\frac{3}{4}$
- H. Tire size and information must be clearly visible on tire.
 - I. American Racer 44, Hoosier 15/ 1300 or harder compound allowed. Nothing softer. All tires must meet a minimum durometer reading of 32 at any time. The track durometer is the official measuring device.

16. FUEL CELL

- A. An approved racing cell, 32 gallon maximum, mounted securely in the trunk of car.
- B. Securely mounted in a 20 gauge steel box supported by two 1/8" x 2" steel straps top and bottom to safely secure fuel cell.
- C. No fuel lines inside the car unless they are encased and sealed at both ends.
- D. No copper or rubber fuel line. Steel only.
- E. Fuel cell vent line should have one way inline check valve to prevent spillage.
- F. Racing gasoline only. No nitrous.
- G. No additives of any kinds.
- H. Fuel may be tested at any time.

17. SUSPENSION

- A. No modifications on any suspension parts.
- B. All suspension parts must remain stock for make and model of the car. Only these exceptions permitted: Non-adjustable steel racing shocks and non-adjustable racing springs with a minimum 5" diameter are permitted.
- C. Shocks may be relocated from inside of springs, limited to one shock per wheel.
- D. Aftermarket panhard bars are not permitted.
- E. Weight jacks are permitted on the front ONLY.
- F. Rear leaf spring cars will be permitted as long as the body style matches the chassis.
(Ex. Camaro body style on Camaro chassis etc.) Leaf spring design may be GM or Chrysler multi-leaf. Sliders and adjustable lowering blocks will not be allowed.
- G. Other than brake bias, no other cockpit adjustable devices will be allowed.
- H. On rear coil spring cars, the centerline of the spring must be within 6", fore or aft of the centerline of the rear axle tube

18. SAFETY

- A. Aluminum, high backed racing seat is required. Seat must be securely fastened to rollcage or frame.
- B. Five point racing harness mounted according to manufacture specifications, must no be older than three years.
- C. Approved racing firesuit is mandatory. Fireproof gloves, hood, socks, shoes and underwear are recommended.

- D. Full face helmet with lexan shield- snell 95 or newer is mandatory.
- E. Removable steering wheel required, racing style window net recommended.
- F. Cars must contain shock resistant roll bar padding on all bars within 18" of driver's body.
- G. Windshield screen, with at least three steel support bars is required.
- H. Fire extinguisher, within reach of the driver and safely mounted is recommended.

19. PENALTIES

The technical rules contained here have been assembled with great concern toward maximizing competition and minimizing costs. Rule violations will not be tolerated. Major violations will result in disqualification, loss of points, and prize money earned. Depending on the severity and the intent of the violation, there could be a suspension from future racing activity at the speedway. Minor violations will be considered major if they are not corrected in the grace period allowed by the tech team. Any car must be presented for the scrutiny of the tech man at our request, and results will not be considered official until we are satisfied. If at any time the conduct of any team member, driver or associate becomes a discredit to the speedway, the sport, or himself, they will be removed from all racing activity at the track. Owners/ drivers are responsible for the behavior of all individuals associated with the car and may suffer similarly. These rules have been designed to facilitate the orderly conduct of and establish minimum or maximum requirements for the events. No express or implied warranty of safety shall result from publication or compliance with these regulations. Management is empowered to, at their discretion, deviate from specifications described herein. Management reserves the right to update these regulations at their discretion, in the interest of cost, safety, or fairness. Management's interpretation of these regulations will always be considered final.

Management has the right to confiscate any part deemed to be in violation of the technical rules. Any driver/ car found to be in violation of any technical/ procedural rules can have their racing privileges revoked for any length of time deemed appropriate by management.

2012 BEDFORD- THUNDER VALLEY PURE STOCK RULES

For 2012 we will honor engines sealed by an **APPROVED** engine specialist. Drivers wishing to have their engine seal honored **MUST** provide documentation of engine seal (seal number, date sealed, engine specs, and by whom), this must be provided **PRIOR TO** racing. Sealed engines will be valid all season or the point where the seal is removed, whichever comes first. There will be a \$50.00 nonrefundable fee to register your engine seal with the track. (Valid at both tracks)

1. CARS

- A. Limited to any 1965 to date, domestic, rear wheel drive, complete bodied car.
- B. No Jeeps, 4wd, Station Wagons, compacts, convertibles, sports cars, sunroofs, t-tops, or trucks permitted (this specifically excludes Mustangs, Camaros, Firebirds, etc.).
- C. No former racecars permitted.
- D. Cars must remain stock except for modifications listed below.
- E. Minimum wheelbase is 108"

2. APPEARANCE

- A. Officials reserve the right to request body or sheet metal to be replaced if it has sharp edges or is deemed not presentable.
- B. Numbering must be legible, highly visible and in a color contrasting to the car. Numbers must be located on both doors and on the roof.

- C. Numbers must be minimum 18" high and any letters must be 9" high
- D. It is recommended that numbers also be located on the front windshield and rear taillight area.

3. FRAME/CHASSIS

- A. Frames must remain stock, and must match body. No altering or mismatching of frames. Frames must be intact, not rusted out. Frame rails must match the stock contours of the production frame.
- B. No fabricated frames except for uni-body cars.
- C. If the car is manufactured without a full frame then front and rear sections must be tied together. Fabricated frame must rails must have minimum 53" separation through the center of the car.
- D. On uni-bodied cars **only**, frame may be constructed using steel rectangular tubing only, must be at least 2" (horiz.)x 3"(vertical) x .120" thick.
 - 1. Must start at the rear of the front stock OEM sub-frame and continue all the way to the front of the OEM rear sub-frame.
 - 2. Springs and locating bars for rear must retain stock specifications.
 - 3. Minimum wheelbase for uni-body cars is 110".
- E. Chassis must maintain stock mounts and original location for motor, transmission and rear end.
- F. Absolutely no chassis modifications

4. EXTERIOR BODIES

- A. All glass lights, lenses, chrome, emblems and grills must be removed.
- B. Body must be **complete stock or stock appearing**, all lines and bends must match OEM body. Absolutely no slab sides. **Body must be steel.**
- C. Stock appearing plastic nose and tail piece is permitted, must match manufacture.
- D. Hood must be secured using hood pins.
- E. Doors must be welded shut.
- F. No spoilers permitted.
- G. No rub rails, outside bracing or any sharp edges are permitted.
- H. Must have front and rear tow hook capable of supporting the weight of the car. (\$25 fine if car has to be towed and tow hook is missing.)
- I. Bodies must be completely identifiable and stock appearing to their production model.

5. INTERIOR

- A. Cars must be gutted of all flammable material, no boxing permitted.
- B. No radiators, tanks or fluid reservoirs in driver's compartment.
- C. Stock firewall is required, no holes permitted. Factory floor plans from front to rear firewall.
- D. No mirrors or reflective devices, no radios or two way communications.
- E. Pedals, Steering Column, and seat must be in the stock location.
- F. Batteries must be securely mounted outside of driver's compartment and ahead of rear axle.

6. WEIGHT

- A. Cars must weigh 3400 pounds, with driver after the race.
- B. Cars can be weighed at any time at the discretion of officials.
- C. Track scales are official, it is the responsibility of the participant to ensure that car makes proper weight.
- D. Any added weight must be clearly marked and secured and may be no higher than 10" from the lowest part of the frame.

7. ROLLAGE

- A. Must have a full four point design (preferably built by one of the areas chassis shops).
- B. Cage must be welded 360 degrees and gusseted. Cage must be securely mounted to the frame.
- C. Driver's side door must have minimum of four horizontal bars and passenger side must have

- minimum of two horizontal bars, gusseted and attached to the vertical door bars.
- D. Minimum tubing thickness .095" and a minimum diameter of 1 1/2" are required.
- E. Cage must be padded in all areas where the driver may come into contact.
- F. No screwed type pipe fittings. Driver must have minimum 2" clearance above helmet.

8. ENGINE

- A. Engine must match make and model of car.
- B. Maximum engine size: Chevy- 350ci, Ford 351ci, Chrysler 360ci.
- C. Engine must be in stock location, no setbacks permitted.
- D. No aftermarket or performance parts permitted.
- E. Stock crankshaft and connecting rods are mandatory. Must retain stock stroke, no stroker motors permitted.
- F. Oil pans must be stock appearing.
- G. Gasoline only, No alcohol or other fuel additives.
- H. Starter must be operable so that the car starts under its own power.
- I. Engine Claim: Winning cars engine can be claimed for \$2000 plus \$250 for the supervisor.
 - 1. Driver making the claim must have finished feature in the top five and on the lead lap.
 - 2. The track also has the right to claim engine at any time.
 - 3. Driver being claimed must forfeit engine, refusal will result in disqualification, and the car will not be permitted to race for two events.
 - 4. If claim is refused, \$250 supervisor fee will NOT be refunded.
 - 5. Claim must be made in cash and done so by the competing driver within ten minutes following the race.
 - 6. Carburetor is not included in the claim.

9. CAMSHAFT

- A. Hydraulic cams only. No solid, hydraulic roller or mechanical roller camshafts permitted.
- B. Lifters must remain OEM diameter for that block.

10. CARBURETOR

- A. Factory stock two barrel carburetor with no modifications.
- B. Must retain stock choke airhorns, removal of choke plate and choke shaft not permitted.
- C. No predators, fuel injection or turbos permitted. No electric fuel pumps.
- D. Must use stock fuel pump in stock location.

11. INTAKE, HEADS, PISTONS

- A. Intake manifold must remain stock. No "Ram Horn", center dump type exhaust manifolds.
- B. Intake manifold must be OEM cast iron of 2 or 4 barrel design with no porting, polishing, machining, welding or acid etching permitted.
- C. No Bowtie intakes.
- D. Stock OEM cast iron heads with no modifications. No vortec or other high performance heads. World Products head part # 43610-1 (assembled) or part # 43610 (bare) will be acceptable for Chevy. These World heads are commonly known as the stock replacement or "S/R" head, **not the S/R Torquer**. Maximum valve size for the World heads will be: 1.94" for the intake and 1.6" for the exhaust. Minimum combustion chamber size for the World heads will be 63 cc. Minimum combustion chamber size for OEM heads will be 60 cc. Stock or stock-type stamped steel rocker arms only.
- E. No 2.02 valves, no closed chamber heads.
- F. No porting, polishing, welding, acid etching or gasket matching permitted.

- G. Must have press in studs and stock rocker arms.
- H. Pistons must be dish style or flat top with four valve reliefs.

12. EXHAUST

- A. Exhaust must be stock cast iron manifolds only.
- B. Exhaust must be outside of the car interior.
- C. Exhaust not permitted to be directed towards ground. Exhaust must be parallel to ground.

13. TRANSMISSION, CLUTCH, REAREND

- A. Stock OEM transmission with all working gears including reverse.
- B. Must match the make and model of car.
- C. Automatics must have stock torque converter.
- D. Must have a 360 degree steel bellhousing (ex blowproof)
- E. Clutch must be OEM for the make and model of car and must be in the stock location
- F. Clutch and flywheel must be stock dimensions and weight. No drilling or machining permitted.
- G. No dog type or triple disc clutches permitted
- H. No aluminum or exotic materials permitted in clutch or flywheel.
- I. No aluminum driveshafts. Driveshafts must be painted white and have a safety hoop. Safety hoop must measure a minimum of 6" in diameter and ¼" thick x 1" wide.
- J. Rearend must be OEM for make and model of car.
- K. Rearends may be locked or factory limited slip.

14. IGNITION

- A. Ignition must be stock OEM distributor and coil only.
- B. No trigger systems, No Accel, MSD or Mallory ignitions permitted.
- C. HEI ignitions: coil must remain in distributor.
- D. Points ignitions: coil must be stock.
- E. Only one ignition per car.

15. FUEL CELL

- A. Size: 32 gallon maximum, securely mounted in the trunk, between the frame rails and behind the rear end.
- B. Cars must have a safety approved fuel cell in a twenty (20) gauge steel box supported by two 1/8"X 2" steel straps top and bottom to safely secure fuel cell.
- C. Fuel line must run under floor of car. If fuel line runs through interior, it must be encased and sealed at both ends.
- D. No copper or rubber fuel line. Steel only.

16. SUSPENSION

- A. All suspension and steering parts must remain stock and in their original location. Absolutely no modifications allowed.
- B. Suspension components must remain as manufactured by the auto manufacturer for the model being used. No adding of any suspension components from different models or years.
- C. Stock or stock appearing springs are mandatory. Front left and right side springs must match. Rear left and right side springs must match.
- D. No adjustable weight jacks or spacers of any kind.

- E. Spring mounts **must** remain stock and in the stock location.
- F. Stock or stock appearing shocks only. Shocks must be steel and have stock type mounts. No racing shocks permitted.

17. BRAKES, WHEELS AND TIRES

- A. All four wheels must have working brakes and must match year and model of car.
- B. No "hung style" racing pedals, no driver controlled brake adjusters.
- C. Only 15" X 8" steel racing wheels permitted.
- D. Same offset on all corners.
- E. Must have oversize lugs, reinforcing (especially of the right front) is highly recommended.
- F. Following are acceptable: Hoosier 500 size 8.0-27.0-15 or American Racer 70/205-15 (Hard)
- G. No beadlock wheels

18. SAFETY

- A. Aluminum, high backed racing seat is required. Seat must be securely fastened to rollcage or frame.
- B. Five point racing harness mounted according to manufacture specifications, must no be older than three years.
- C. Approved racing firesuit is mandatory. Fireproof gloves, hood, socks, shoes and underwear are recommended.
- D. Full face helmet with lexan shield- snell 95 or newer is mandatory.
- E. Removable steering wheel required, racing style window net recommended.
- F. Cars must contain shock resistant roll bar padding on all bars within 18" of drivers body.
- G. Windshield screen, with at least three steel support bars is required.
- H. Fire extinguisher, within reach of the driver and safely mounted is recommended.

19. PENALTIES

The technical rules contained here have been assembled with great concern toward maximizing competition and minimizing costs. Rule violations will not be tolerated. Major violations will result in disqualification, loss of points, and prize money earned. Depending on the severity and the intent of the violation, there could be a suspension from future racing activity at the speedway. Minor violations will be considered major if they are not corrected in the grace period allowed by the tech team. Any car must be presented for the scrutiny of the tech man at our request, and results will not be considered official until we are satisfied. Any claiming must be done in an orderly manner, in cash, and under the conditions previously specified. If at any time the conduct of any team member, driver or associate becomes a discredit to the speedway, the sport, or himself, they will be removed from all racing activity at the track. Owners/ drivers are responsible for the behavior of all individuals associated with the car and may suffer similarly. These rules have been designed to facilitate the orderly conduct of and establish minimum or maximum requirements for the events. No express or implied warranty of safety shall result from publication or compliance with these regulations. Management is empowered to, at their discretion, deviate from specifications described herein. Management reserves the right to update these regulations at their discretion, in the interest of cost, safety, or fairness. Management's interpretation of these regulations will always be considered final.

Management has the right to confiscate any part deemed to be in violation of the technical rules. Any driver/ car found to be in violation of any technical/ procedural rules can have their racing privileges revoked for any length of time deemed appropriate by management.

All cars must be stock four cylinder front wheel drives, No cars newer than 2007.

1. ELIGIBILITY

This is an entry level division to introduce newcomers to the sport at a moderate expense level. Those reaching a particular ability level will not be welcome in this division. This division is a novice division, and intended ONLY for those at that ability level.

2. ROLLAGE

- A. All cars must have a four point rollcage with three door bars on the left side and two door bars on the right side.
- B. All bars must be welded 360 degrees and gusseted. Roll cage must be securely fastened to the floor via plating and gussets, or by constructing a box frame welded to the floor to serve as a foundation for the roll cage.
- C. Front bars must follow the contour of the windshield.
- D. All tubing must be a minimum of 1 1/2"x .095".
- E. Driver must have 2" of clearance above helmeted head.

3. BODY

- A. Windshield must be removed and replaced with a full screen with two 2" x 1/8" straps in center.
- B. All glass and plastic must be removed.
- C. All doors and trunks must be bolted or welded shut. Front hood pins are recommended.
- D. Numbering must be legible, highly visible and contrasting to car. Numbers must be 18" high. Any letters must be 9" high. Numbers must be easy to read.
- E. Body must remain stock. No body altering or non-factory spoilers.
- F. Must have front and rear tow hook capable of supporting the weight of the car. (\$25 fine if car has to be towed and tow hook is missing.)

4. INTERIOR

- A. All interiors must be removed except for the dash which is optional.
- B. Bars within drivers reach must be padded.
- C. No metal panels may be removed.
- D. All holes in firewall must be covered with metal.
- E. No boxing of interior
- F. No rearview mirrors allowed.

5. ENGINE

- A. Four cylinder, non-turbo engine.
- B. Engine size and model must have been available as original factory option for that car. No swapping of engine makes. I.e. Acura to Honda, etc.
- C. Must use stock exhaust manifold.
- D. Batteries can be relocated to the rear of the car (but in front of the rear axle), but must be enclosed and sealed in a steel battery box. The battery box must be securely mounted to the floor.
- E. Engine and all components must remain stock. Engine mounts can be reinforced but must remain with the stock rubber and must function as stock. No solid mounting.

6. SUSPENSION

- A. No altering of any suspension components.
- B. All parts must remain stock.
- C. All parts and components must be in good condition.

7. BRAKES

- A. All four wheels must have properly operating breaks.
- B. No three wheel setups or modifications.

8. WHEELS AND TIRES

- A. 13" or 14" wheels only. 15" wheels will be acceptable if it was a factory size for the model being run.
- B. Steel wheels only.
- C. Right front wheel may be reinforced but stock dimensions may not be changed.
- D. Must have oversize lug nuts.
- E. Tires may be 65, 70 or 75 series only and must be DOT approved.
- F. No winter or rough tread tires.
- G. No grooving or altering of tires.
- H. All four tires must be the same size

9. WEIGHT

- A. After a car has **won three or more times 50lbs** extra weight must be added. For each **additional win, 25lbs** will be added.
- B. **Added weight is based on 2011 Thunder Valley wins and 2012 Bedford and Thunder Valley wins.**
(Ex. Four wins at TV in 2011 means car must have 75lbs additional weight)
- C. Any added weight must be clearly marked and secured. Location of weight to be determined by the tech inspector

10. SAFETY

- A. Must have an aluminum racing seat with head rest.
- B. Must have a five point quick release racing harness. Harness must be snell approved and no older than three years. Harness must be securely attached.
- C. Approved firesuit, socks and gloves are mandatory. Fireproof hood and shoes are recommended.
- D. Full face helmet with lexan shield snell 95 or newer is mandatory.
- E. Window net with latches accessible from outside the car is mandatory.
- F. Fire extinguisher, within reach of the driver and safely mounted is mandatory.
- G. Must have a collapsible steering shaft (from factory).
- H. Removable steering wheel is mandatory. Wheel must have a racing quick release.
- I. Recommended that driver's door bar be plated with 1/8" aluminum or steel.
- J. Fuel cells are recommended but if not used, fuel tank must have a skid plate.
- K. Any car may be refused the opportunity to race if safety equipment is deemed unsafe.

11. CAR CLAIM

- A. After its third win of the year, the feature winning car may be claimed for \$1000.00
- B. Any car may be claimed by the speedway at any time.
- C. Claim must be made no longer than ten minutes after the feature race.
- D. Driver making claim must finish in the top five and on the lead lap.
- E. Claims carry a \$200.00 supervisors fee that is non-refundable regardless of outcome of claim. Total claim amount must be given to TV official at time of claim.
- F. Competitor must forfeit their car, as it was when the race finished. Only safety items (seat, belts, window net, and fire extinguisher) may be removed.

- G. If competitor refuses the claim, claimed car will be disqualified, and will not be permitted to race the following two events. (\$200.00 fee will not be refunded)

12. PENALTIES

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2012 BEDFORD/ THUNDER VALLEY LATE MODEL SPORTSMAN RULES

1. Eligible Models

- A. This division is limited to 1998 to present American manufactured stock car bodies.
- B. Cars must have type of body style displayed on car with three inch (3") minimum letters. Example: Monte Carlo, Intrepid, Taurus, Grand Prix

2. Bodies

1. The nosepiece style (GM, Ford, Mopar) must match the body style of the car and be the same as the motor used.
2. All cars must have a minimum of 1/2" and a maximum of 1" radius at the top of fenders, doors and quarter panels. A sharp edge will not be permitted.
3. Floor boards and firewall must fully cover the driver's area and be constructed to provide maximum safety.
4. No fins or lips of any kind are permitted anywhere along the entire length of the car.
5. The body line must be a smooth even line from front to rear.
6. No wedge shape cars are permitted.

7. "Belly pans" or any type of enclosure on the bottom of the car are not permitted. A robust skid plate to protect the oil pan is permitted.
8. Wings or tunnels of any kind are NOT permitted underneath the body or chassis of the car.
9. A maximum of one stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank is permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect with a maximum size of 18" x 18" and mounted only from the upper right frame rail to the lower right frame rail.
10. Panels of any kind under the rear deck running from the front to the rear of the car are NOT permitted.
11. Non-approved bodies may at the discretion of the tech inspector, be assessed a 50lb.
12. Any style air cleaner scoop used must be positioned in front of or around the air cleaner and cannot exceed 1" in height above any part of the air cleaner. The scoop may not have fins or raised edges designed to direct airflow.
13. Cockpit adjustable components are NOT permitted, except brake bias adjusters. Adjusters for adjustable shocks, hydraulic or pneumatic weight jacks, trackers, ignition boxes or similar adjustable components of any kind are NOT permitted inside the cockpit of the car or within reach of the seated driver.

3. Stock Nosepieces

1. Only approved stock nosepieces may be used. A list of approved manufactures and part numbers is available from UMP, DIRT car or UFo Late Models.
2. Nosepieces must be made of molded type material.
3. Two piece noses must be fastened together in the center. Spacers added to gain width are not permitted.
4. The nosepiece must be mounted so as not to alter its original shape.
5. Noses shall remain flat above the nose lip/wicker bill. No alterations or additions may be made to this area other than cooing holes.
6. The nosepiece can extend a maximum of 52" from the center of the front hub to the farthest point extending forward. No tolerance.
7. The nosepiece must have a headlight decal package affixed. A one-race grace period, running contrasting color tape in the shape of a headlight will be permitted

4. Roof, Roof Supports and Window Side Panels

1. The roof length size must be a minimum of 44" to a maximum of 54".
2. The roof width size must be a minimum of 48" to a maximum of 52".
3. The roof must be stock appearing and be mounted level.
4. The roof height must be between 45" and 48" from the ground.
5. The roof must be mounted parallel to the body and near the center of the car as viewed from the front.
6. A maximum 1 1/2" roll, turned downward, is permitted along the front edge of the roof. A maximum 1" roll, turned downward, is permitted along the rear edge of the roof. (These rolls are permitted to help strengthen the roof.) No turn-up at the rear of the roof will be permitted.
7. No flat or odd shaped roofs are permitted. No bellied or hollow roofs.
8. Any sun/antiglare shields may not exceed a 4" drop from the top roof line, and must hinge for easy exiting.
9. A maximum of two roof edge bead rolls of a maximum height of 1/2" inch are allowed.
10. Roof Post and Spoiler Support may not overlap.
11. Roofs are only allowed to be single plated.
12. Maximum thickness dimension of roof shall be 1/2".
13. The roll cage and associated frame members above the interior decking shall remain open and not enclosed.
14. All roof side panels must extend to the edge of the body.
15. Roof side panel window size must match the dimensions in the drawing and be a minimum of 10" X 15".

16. The window area may be covered with clear Lexan or equivalent, be cut out, or be represented by a decal. Both roof support openings must be covered or both must be left open.
17. Left and right side window panels must match.
18. A maximum bow of 2" outward on the window side panels as viewed from behind will be permitted.
19. Front roof supports up to two inches wide must extend forward to the rear of the hood.

5. Front Fenders, Fender Flares and Hood

1. The hood and front fenders must be level and flat from the left to the right side of the car.
2. The line from front to rear fender heights must slope up.
3. No part of the fender or the hood can be outside of the bodyline.
4. The front fender can be a maximum of 37" in height. Height is measured vertically from the ground to the top of the fender behind the front tires.
5. Front fender flares must be made of plastic and cannot alter the original shape of the nosepiece.
6. The front fender flares cannot extend beyond the front tires more than 1" per side to a maximum width, edge to edge, of 90" in width with wheels pointed straight.
7. The front fenders flares must be flat across the entire width of the car.
8. Front fender flares must have collapsible supports.

6. Doors

1. The door to door measurement cannot exceed 76" in width at the top of the doors.
2. The door to door measurement cannot exceed 82" in width at the bottom in the center of the car.
3. Doors cannot exceed 37" in height measured from the ground.
4. At no point can the door sides break inwards from the top 76" and bottom 82" measurements. No hollow or bellied doors permitted.
5. The minimum ground clearance permitted is 3".

7. Quarter Panels

1. The maximum distance permitted from the center of the rear hub to the top corner of the quarter panel is 52".
2. The quarter panels cannot exceed 76" in width at any point as measured at the top.
3. Rear decks that taper from 76" back to 72" at the spoiler must do so from the center of the rear hub, equally on both sides.
4. The quarter panels cannot exceed 80" in width in the center (19" height off ground) or at the bottom.
5. At no points can quarter panel sides break inwards towards the center of the car. No hollow or bellied quarter panels permitted.
6. The maximum distance from the center of the rear hub to the end of the quarter panel is 48".
7. The maximum height permitted from the ground to the top of the deck is 38".
8. Tire clearance from the body should be a minimum of 2".
9. No skirting is permitted to extend behind the quarter panel.

8. Spoiler and Spoiler Supports

1. The rear spoiler must be manufactured of adequate strength material such as Lexan or Aluminum.
2. The maximum overall length of the material used on the rear spoiler is 8". The maximum width of the rear spoiler and supports is 72".
3. The rear spoiler is not permitted to be suspended above the deck to create a "wing effect".
4. The rear spoiler must begin where the quarter panels end.
5. No more than three spoiler supports are permitted. The front edge of the spoiler supports must be in line.

6. The outer spoiler supports cannot be mounted wider than the top of the quarter panel, and must be centered on the deck.
7. Spoilers will be measured according to the total length of and width of the material, in any shape or form. If an aluminum angle is used to brace the upper edge of the spoiler, it may not add to the spoiler height or length in any way.

604 Crate and 602 Crate—12" maximum vertical spoiler height measured from top of rear deck and 12" maximum spoiler length measured along the angle of the spoiler. 12" maximum side spoiler height from rear of side spoiler to 10" forward of rear of side spoiler. 4.5" maximum height at front of side spoiler. 24" maximum side spoiler length. 4" high x 32" long spillboard with 1" ridge on top permitted on the nosepiece. Spillboard measured at mounted angle. No other ridges allowed on the nosepiece.

9. Appearance

1. Legible race numbers, at least 18" high are required on each side of the car and on the roof.

10. Interior

1. The interior of the cockpit can be not less than 11" below the roof and the roll cage measured straight up and down.
2. If the front of the roof has a rolled under lip for strength, then you will not be required to have 11" in the front, but the top of the roof still must be 11".
3. Side windows must have 15" minimum opening, measured at an angle to the door.
4. No support bars are permitted to block the right window exit from the cockpit.
5. A rock guard (lexan screen) can taper back from the steering wheel to a height of 1" in line with the driver's chest providing the 11" minimum clearance is met at any point from the roll cage to the body or rock guard. Easy exit on right side of the car is imperative.
6. Dropped interiors may begin no further forward than the rear engine plate with a maximum of 4", and cannot drop below 4" of the rear of the hood. The start of the dropped interior may not be open, as this forms part of the fire wall. The entire width must be closed off in sheet metal.
7. The interior must gradually taper up to the quarter panel height and be level for 20" from the rear of the quarter panel and deck.

11. Driver Compartment

1. A full metal firewall must encompass the driver's compartment from front to rear, on both sides and the floorboards. Aluminum or sheet metal is required.
2. The driver's seat must be of a proper high back aluminum racing seat design, located on the left side of the car and securely attached to the frame.
3. Seat design should be one from a current manufacture and recommended to include full containment design. Installation should follow manufacture recommendations.
4. All cars must have a quick-release type steering wheel.
5. All cars must have a working starter, operated from inside the car.
6. Mirrors are NOT permitted.
7. Radios are NOT permitted in the car or on anyone connected with the car.
8. The edges around the driver's cockpit must be suitably protected with trim or beading. Care must be taken not to have any sharp, jagged or rough fasteners, brackets or anything else that could snag the driver's suit when the driver exits the car.
9. A substantial rock guard steel screen with a minimum of 3 bars must be mounted in front of the driver

12. Frame

1. The wheel base width must be between a minimum of 103" and a maximum of 105".
2. All frames must be of steel construction and must be a minimum of two inches by 2" X 2", or rectangular with a minimum material thickness of .083".
3. If a round tube frame is used, the tubing must have a minimum of 1.75" outside diameter, with a minimum material thickness of .083 inches. These frames must use 4130 Chrome Moly Steel or DOM for construction.
4. If the rear bumper is stubbed, it may only extend a maximum of 8" beyond the frame. Any stubbed rear bumper that extends in excess of 8" beyond the frame must be rounded and directed 8" towards the front of car.
5. No external rub rails are permitted.
6. It is recommended that all cars be equipped with a tow hook or strap.
7. All battery supports must be braced in at least two axis, two horizontal and one vertical.
8. All frames built from 2006 on, are required to have the builder's unique serial number plate prominently attached by welding on the left side of the roll cage upright.

13. Roll Cage

1. Cars must have a suitable steel roll cage in the driver's compartment.
2. Side roll bars are mandatory and must extend into the door panels.
3. A minimum of three bars must be used on the left side of the car.
4. Each bar must be a minimum of one and 1 1/2" in diameter with a minimum thickness of .065".
5. All bars of the roll cage must be above the driver's helmet.
6. For all new frames built in 2006 and on, an extra vertical side brace bar of 1 1/2" dia. X .065" is required on left side in line with the steering wheel.

14. Safety

- A. Five part nylon quick release safety belts required in good condition and working order. Belts must be attached to frame of car.
- B. Approved fire resistant driver's uniform, gloves and shoes are required. Fire resistant hoods, socks and underwear are recommended.
- C. Full faced racing helmet with lexan shield. Snell 90 or newer.
- D. Nylon mesh window net is recommended but not required.
- E. On board fire extinguisher is highly recommended.
- F. Quick release steering wheel.
- G. No electric fuel pumps or pressurized fuel systems.
- H. A driveline "sling" is required.
- I. Drive shaft and weight ballast must be painted white or yellow and have car number painted on them.
- J. Added weight or ballast must have a minimum of two 1/2" diameter bolts fastening each piece securely to a frame member.
- K. 18 gauge steel or 1/8" aluminum "cockpit tub" to protect front, sides and rear of driver is highly recommended.
- L. No batteries permitted in driver's compartment.

15. Fuel Systems

- A. An approved fuel cell, 32 gallon maximum, must be securely mounted in the trunk area of the car inside a 20 gauge metal box supported by two 1/8" by 2" steel straps.
- B. All fuel cells must be completely visible from rear of car. Fuel cell is not permitted to be mounted lower than bottom of quick change rear-end.
- C. No pressurized fuel systems permitted.
- D. Alcohol or racing gasoline only is permitted. Nitrous gases or other nitrate additives are not permitted.

16. Wheels

- A. Aluminum or steel wheels only.
- B. 14" width maximum.
- C. No plastic or fiberglass wheels permitted.
- D. Bead locks allowed.
- E. Wheels must be mounted with lug nuts. No "knock-off" mounting devices permitted.

17. Tires

- A. American Racer 44, Hoosier 15/1300 or harder compound allowed. Nothing softer. All tires must meet a minimum durometer reading of 32 at any time. The track durometer is the official measuring device.
- B. Maximum circumference permitted is 93". No Tolerance.
- C. Maximum cross section width is 16 $\frac{3}{4}$ ". No Tolerance.
- D. Maximum cross section width is 16 $\frac{3}{4}$ ". No Tolerance.
- E. Maximum circumference grooving permitted is 11". No Tolerance.
- F. Hoops for inspection must pass over tire freely.
- G. No buffing or taping over tire's size or lettering.

18. Brakes

- A. Must be in good working condition with all four working properly.
- B. Only steel brake rotors permitted.
- C. No plastic brake lines. Steel braided brake lines permitted.

19. Transmission, Clutch & Rear End

- A. Aluminum or steel transmission permitted. (Bert or Brinn allowed).
- B. Must have forward and reverse gears with working clutch and starter. Multi-disc clutch permitted and can be run with an aluminum bell housing. Stock configuration clutch must have a full scatter shield of at least 1/4" thick steel or approved bell housing.
- C. No direct drive or in-out boxes permitted.
- D. Automatic transmission permitted.
- E. No "live-axle" rear ends permitted.
- F. Floater "wide-five" hub assembly only is permitted.
- G. Aluminum axle tubes allowed.
- H. Quick-change rear ends are permitted.

20. Suspension

- A. Front suspension must be stock configuration.
- B. No center steering.
- C. Late model suspension components may be used.
- D. No torsion bar suspensions.

21. Remote Controlled Suspension Devices

- A. No remote shock controls or suspension adjusters permitted. No weight jacks of any kind permitted. This includes fifth (5th) coils, etc. Any driver using or found to be using any of the above mentioned devices, WILL lose the complete device permanently, WILL BE DISQUALIFIED FROM COMPETITION and will lose all CHAMPIONSHIP POINTS earned to that point in the season.

22. Engines

- A. **Engines limited to 360ci.** Balanced assemblies optional.
- B. Block must be a standard factory production block and naturally aspirated that was less than 360ci originally. No aluminum blocks. Chevy Bow-tie, Mopar R and Ford Svo blocks are permitted. World Products Mowtown part # 084011 or part # 084111 blocks for Chevy or World Products ManOwar part # 087150, 087152, 087170 or 087172 for Ford will be acceptable. Dart Sportsman, Little M part # 3115111 or Dart High Performance block part # 31161111 for Chevy will be allowed. All factory ID letters and numbers must be present on blocks.
- Other than those listed above, no other blocks will be permitted.
- C. Engine setback: Forward most spark plug behind the upper ball joint not to exceed 6" measured from center line of spark plug to center line of the upper ball joint.
- D. Crankshaft stroke must remain stock for engine make and model being used. 3.5" stroke crankshafts are acceptable as long as the displacement does not exceed 360ci. Crankshafts may be turned undersize a maximum of .040". Aftermarket steel crankshafts will be allowed for durability purposes but can weigh no less than 46 pounds
- E. Wet or dry sump oil systems allowed.
- F. Any stock length steel (no titanium or aluminum) connecting rod may be used. Aftermarket steel connecting rods are acceptable. Ford, Chevy and Mopar may use a 6" connecting rod.
- G. Flat Top Pistons Only. Zero deck. Pistons may not be above the block.
- H. Any factory production steel head. World Products Sportsman II, Chevy Bowtie, World Products Roush 200 and Mopar W2 steel head allowed. World Products GM casting number is I-037. World Products Ford casting number is I-051. GM Vortec heads part # 25534371 and 25534351 will not be permitted. Ford "N" heads will be permitted but will require 20 lbs. of lead ballast to be added in front of the rear engine mounting plate. 20 lbs. does not include the weight of the mounts. No other aftermarket heads will be allowed. No aluminum heads. No angle milling of the head allowed. Combustion chambers can be ground or polished, but must be 60 cc minimum volume. No relocating of rocker arm studs. Shaft style rocker systems are legal. Port matching on the head intake runner is acceptable up to a maximum depth of $\frac{3}{4}$ " in from the intake manifold interface. Port matching on the head exhaust runner is acceptable up to a maximum depth of $\frac{3}{4}$ " in from the head interface. The valve seat area can be cleaned-up and blended no deeper than $\frac{3}{4}$ " in from the seat. No additional hand or machine work of ports is permitted. CC measurements of head runners to remain stock with the exception of port matching.
- I. Steel or stainless steel valves only (no titanium or hollow stem valves). Any spring, any retainer and any valve lock permitted.
- J. Flat tappet cams only with a **maximum** lobe lift of .400 inches. No mushroom or roller lifters. No ceramic or high dollar billet lifters. Lifter bores must remain stock. No needle bearing cam, crankshaft or rod bearings permitted. No cam belt drives or externally adjustable cam timing devices.
- K. No electric fuel pump, pressurized fuel system or inboard (in driver's compartment) fuel pumps. External gear drive fuel pumps permitted.
- L. No 180-degree headers. Mufflers are mandatory and must be attached at completion of event. If using an internal or cone style muffler, it must be positioned so the tech official can see it clearly.
- M. Must have working starter.

604 Crate 2,300 weight—GM crate motor part #88958604. 10:1 maximum compression ratio.

602 Crate 2,200 weight—GM crate motor part #88958602. 9.1:1 maximum compression ratio.

Wet sump only. No external oil pumps. Motor must be purchased from an authorized dealer and **MUST** remain sealed at all times. GM factory encrypted bolts cannot be altered, removed or changed except by an authorized repair center. Absolutely no modification of any internal engine part. All motor parts included with the motor as shipped from GM must remain OEM and may **NOT** be modified including but not limited to: valve springs, push rods, harmonic balancers, rocker arms, valve covers etc. No upgrades are allowed that may produce power via performance enhancing methods including breather system modifications. No machine work permitted. Any GM bolts that have been copied is considered trademark infringement and will be reported to the manufacturer for legal proceedings. Motor service or reassembly after tear down may only be performed at an authorized repair center and motor must be resealed with GM factory encrypted bolts. All motor repairs must be done with the same GM motor parts, listed in GM book part #88958668. By using a crate motor in competition, the race team acknowledges all responsibility for the legality of the motor upon inspection at any event

regardless of any previous motor verification.

23. Ignition

- A. Any battery powered ignition. MSD, ACCEL, MALLORY or equal permitted.
- B. No magneto's

24. Carburetor

- A. A maximum of four barrels of carburetion. Single carburetor only. No super chargers, fuel injection or turbo chargers.
- B. Any approved intake manifold other than a smoke ram or tunnel ram. Intake height to be a maximum of 8" measured from the top of the carburetor bowl using a straight edge from the bowl to the #3 or #4 runner of the intake manifold.

25. Weight

- A. **Minimum weight of car and driver of 2400 lbs.** after any event.
- B. All added weight must be painted white with the car number displayed and securely attached to the frame with a minimum of two 1/2" bolts. Any bolt on weight must be in front of the rear bumper.
- C. Track scales will be considered official.

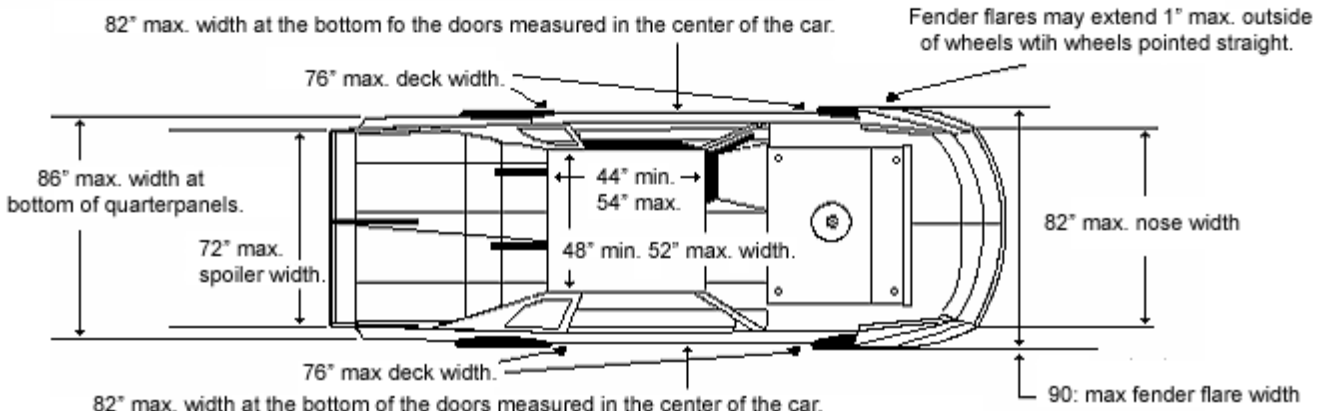
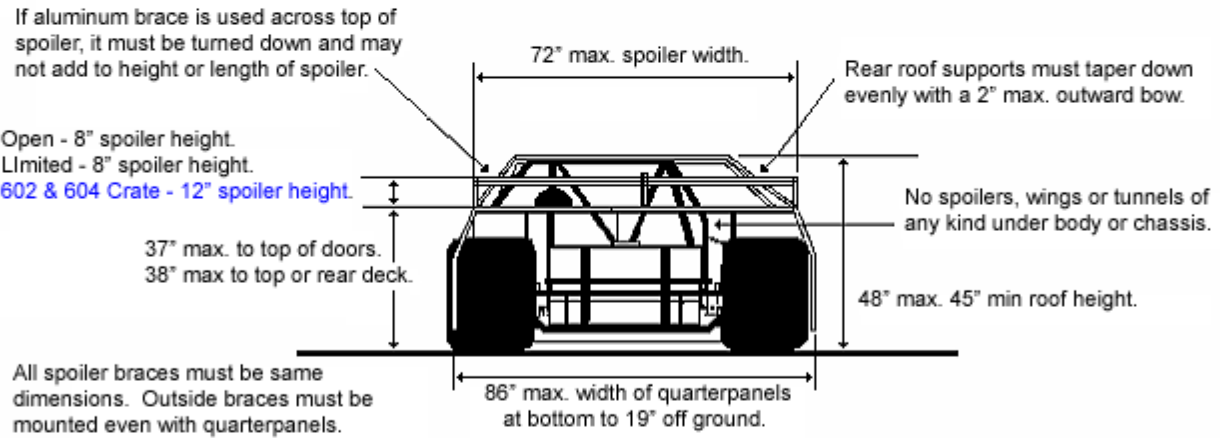
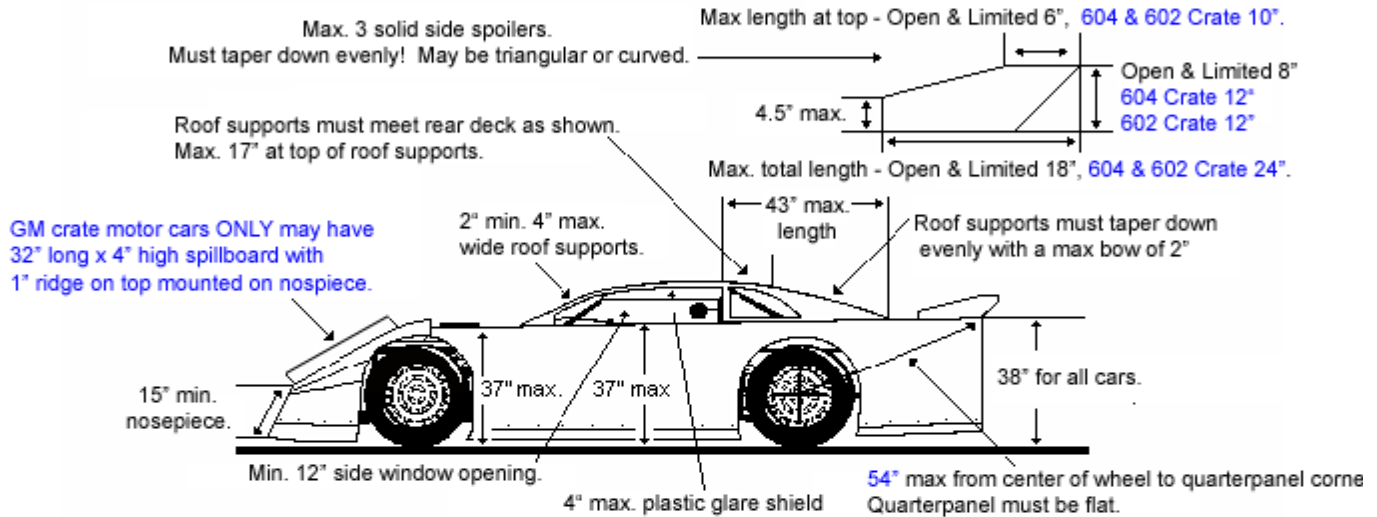
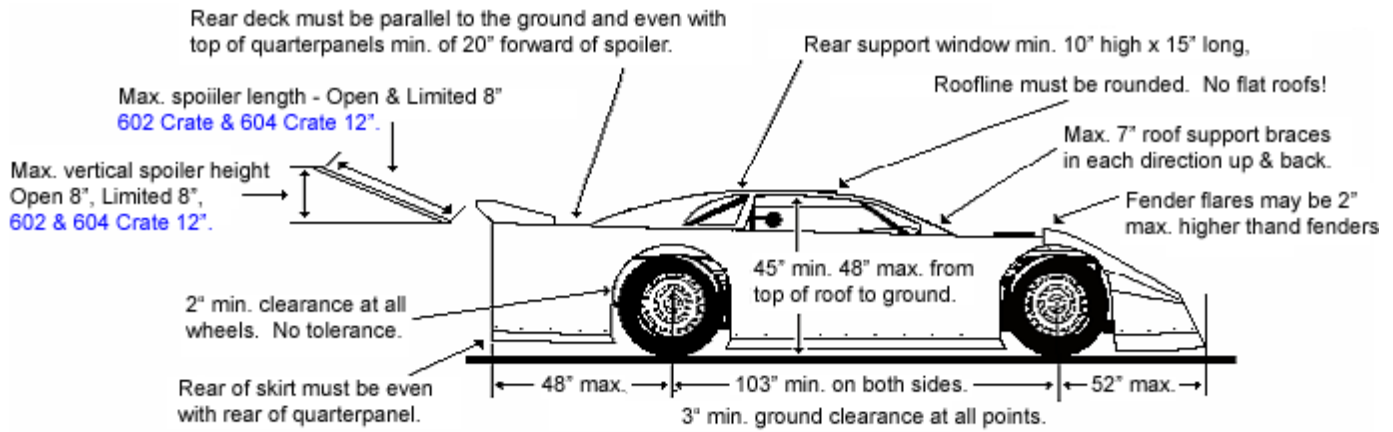
604 Crate motors— minimum weight --2,300 pounds.

602 Crate motors— minimum weight --2,200 pounds.

26. PENALTIES

The technical rules contained here have been assembled with great concern toward maximizing competition and minimizing costs. Rule violations will not be tolerated. Major violations will result in disqualification, loss of points, and prize money earned. Depending on the severity and the intent of the violation, there could be a suspension from future racing activity at the speedway. Minor violations will be considered major if they are not corrected in the grace period allowed by the tech team. Any car must be presented for the scrutiny of the tech man at our request, and results will not be considered official until we are satisfied. Any claiming must be done in an orderly manner, in cash, and under the conditions previously specified. If at any time the conduct of any team member, driver or associate becomes a discredit to the speedway, the sport, or himself, they will be removed from all racing activity at the track. Owners/ drivers are responsible for the behavior of all individuals associated with the car and may suffer similarly. These rules have been designed to facilitate the orderly conduct of and establish minimum or maximum requirements for the events. No express or implied warranty of safety shall result from publication or compliance with these regulations. Management is empowered to, at their discretion, deviate from specifications described herein. Management reserves the right to update these regulations at their discretion, in the interest of cost, safety, or fairness. Management's interpretation of these regulations will always be considered final.

Management has the right to confiscate any part deemed to be in violation of the technical rules. Any driver/ car found to be in violation of any technical/ procedural rules can have their racing privileges revoked for any length of time deemed appropriate by management.



2012 Late Model Sportsman - Crate Motor Specifications

GM 602 350/350

Block part number: **#10105123**
Block type: cast iron with 4-bolt main caps
Bore x stroke (in): **4.00 x 3.48**
Camshaft duration (@.050 in): **212** degree intake / **222** degree exhaust
Camshaft lift (in): **.435** intake / **.460** exhaust
Camshaft part number: **#24502476**
Camshaft type: hydraulic flat tappet
Compression ratio: **9.1:1**
Connecting rod part number: **#10108633**
Connecting rods type: powdered metal steel
Crankshaft part number **#14088526**
Crankshaft type: nodular iron
Cylinder head part number: **#12558060**
Cylinder head type: vortec iron; **64cc** chambers
Displacement (cu in): **350**
Engine name: **Circle Track 350/350**
Engine type: **Chevy small-block V-8**
Ignition timing: **32** degree total @ **4000** rpm with vacuum advance disconnected
Maximum rpm: **5500**

NOTE Distributor included with **350/350** engine has melonized steel gear part number: **#10456413**. This MUST be used with engines with steel camshafts, or engine damage will occur.

Piston part number: **#12514101**
Pistons type: hypereutectic aluminum
Recommended fuel: **92** octane
Rocker arm ratio: **1.5:1**
Rocker arms part number: **#10089648**
Rocker arms type: stamped steel
Valve size (in): **1.94** intake / **1.50** exhaust

GM 604 350/355

Block part number: **#10105123**
Block type: Cast iron with 4-bolt main caps
Bore x stroke (in): **4.00 x 3.48**
Camshaft duration (@.050 in): **208** degree intake / **221** degree exhaust
Camshaft lift (in): **.474** intake / **.510** exhaust
Camshaft part number: **#10185071**
Camshaft type: Steel hydraulic roller
Compression ratio: **10:1**
Connecting rod part number: **#10108688**
Connecting rods type: powdered metal steel
Crankshaft part number: **#12556307**
Crankshaft type: forged steel
Cylinder head part number: **#12556463**
Cylinder head type: Aluminum; **58cc** chambers
Displacement (cu in): **350**
Engine name: **Circle Track 350/355**
Engine type: **Chevy small-block V-8**
Ignition timing: **10** degree BTDC @ **800** rpm **32** degree total @ **4000** rpm with vacuum advance disconnected
Maximum rpm: **5800**

NOTE Distributor included with the 350/355 engine has a melonized steel gear part number: **#10456413**. This MUST be used with engines with steel camshafts, or engine damage will occur.

Piston part number: **#10159436**
Pistons type: hypereutectic aluminum
Recommended fuel: **92** octane
Rocker arm ratio: **1.5:1**
Rocker arms part number: **#10089648**
Rocker arms type: stamped steel
Valve size (in): **1.94** intake / **1.50** exhaust

604 Crate 2,300 and 602 Crate 2,200 weight cars will receive the following tolerances: 2" on quarterpanel length, nosepiece length, top deck width and fender flare height. 5" on front roof post brace. 1" on wheelbase.