

2024- LATE MODEL SPORTSMAN Rules

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FRAMES, BODY, SUSPENSION, etc. for LATE MODELS:

1. APPEARANCE OF THE CAR: All competitors must present a neat and clean appearing car for any series event. Crash damaged cars must be repaired to the minimum technical standards before returning to competition. Any car returning to the speedway without a hood must have a fan shroud in place or it will be denied to return to competition. A Technical Inspector or an official may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above. The series management reserves the right to deny access in competition because of a sponsorship, advertisement, paint scheme and/or lettering on a car not in "good taste," or in the spirit of keeping this a "family entertainment" sport.

2. BODY: The body must conform to current nationally accepted Late Model body specification rules as in Lucas Oil & World of Outlaw series. Lexan is permitted and can be used for front roof supports and side panels of the hatchback only. Roof side panels must be similar, symmetrical and the same length on both sides of car. Sharp edges are not permitted. The body line must be a smooth even line from front to rear.

a) Spoiler: The rear spoiler must be either lexan or aluminum only. Spoiler may have three- (3) 18.0" long solid supports not to extend back beyond the rear edge of the spoiler. The total front surface area of the spoiler may not exceed 8.0" from the deck to the top tip of the spoiler. The spoiler may not be suspended above the deck to create a "wing effect."

b) Nose Piece: An aftermarket nose piece is permitted within the same manufacturer line (i.e. a Ford style nose piece, must be used with a Ford engine). No wedge-type noses are permitted.

c) Bumpers: Racing type bumpers permitted.

1) Front Bumper – The front bumper may not extend beyond the outside of the nosepiece.

A) No aluminum bumpers.

2) Rear Bumper - The rear bumper may not extend more than three inches from the outside of frame rails or the ends must be rounded/radiused and directed towards the front of the car

3) Skid rails must be tight to the body except a kick out of skid rail permitted 18.0" in front of rear tire but may not extend past tread of any tire at any time.

4) All bumpers and rails must meet the approval of technical inspector.

d) Belly Pans – Belly pans or any type of enclosure on the bottom of the car will not be permitted. A skid plate (maximum 1/8" thickness) is permitted to protect the oil pan.

e) Wings/Tunnels – Any type of air deflection devise is not permitted underneath the body and/or chassis of the car.

5) Body Lines- Deck Height 39" maximum to top of T-Bar. From highest point of quarter panel to highest point of front fender no more than 1" of drop or rise in whole length of car. Straight edge across doors no more than 4.5" of drop in car at any point on the race car. This includes fenders also.

6) Nose Piece & Quarter Panel Lengths- From center of front hub to furthest point on nosepiece cannot exceed 52". From center of rear hub to end of quarter panel cannot exceed 48".

f) Stone Deflector – A maximum of one-(1) stone deflector, for rear mounted oil pumps, oil filters and for the main oil tank is permitted. The deflector may be constructed 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 18.0" x 18.0" and only mounted from the upper right frame rail to the lower right frame rail.

g) Rear Deck Panels – Panels of any type under the rear deck running from the front to the rear of the car will not be permitted.

h) Roof – The roof length from front-to-back must be a minimum of 44.0" with a maximum of 54.0".

Quarter windows must be must be same size hole on RR and LR

i) Windshields / Window Openings: All cars must have an approved protection in front of the driver in the windshield opening with a minimum of three-(3) vertical bars (no less than 3/16" in diameter). A screen for protection is also highly recommended.

j) Deck Height: 39" from ground to top of T-Bar.

k) Mounting of Components: All body components must be firmly attached to every car competing in any race. Any car may be black flagged or denied entry to start qualification or a race if any of the aforementioned items are not attached unless the Technical Inspector gives prior approval.

l) Repairing of Components: Body components may be repaired and must be approved by the Technical Inspector prior to returning to the speedway for competition. The Technical Inspector reserves the right to disallow a repaired car from competition that does not appear to be properly repaired. Once a body is repaired from its original form, management and the Technical Inspector assume no liability for any injuries that may occur as a result of this repair regardless of the approval given to compete with that repair.

3. BOLTS AND FASTENERS: Only equivalent stock or upgraded steel fasteners and bolts may be used on the car. Fasteners may be drilled for safety wire but intentional weight saving modifications are not permitted. Aluminum and titanium bolts are illegal.

4. BRAKES: The brake system must be a conventional hydraulic type.

a) Brake Lines: Steel, aluminum, rubber or steel-braided brake lines are permitted. Plastic is not permitted.

b) Brake Bias or Proportioning Valves: Brake bias or proportioning valves are permitted. Complete elimination of the brake by a valve at any wheel is permitted.

5. DRIVELINE/TRANSMISSION:

a) Transmissions: Aftermarket in/out boxes and aftermarket "quick change" transmission units (such as those manufactured by Bert, Brinn, Falcon, or Jerico Transmissions) are permitted.

b) Driveshaft: The driveshaft must be one piece in design. The U-joints must be steel and Driveshaft must be steel, Carbon Fiber, or aluminum only. The driveshaft must be painted white or silver. Any other type of exotic lightweight metal driveshafts, flanges and u-joints are not permitted.

c) Driveshaft Retainers: Must have at least one-(1) 360 degree driveshaft hoops (minimum 0.25" thick and 2.0" wide) or similar. The design of the driveshaft retainer will be the sole discretion and responsibility of the driver and the tech inspector may prohibit a car from competing in which he/she feels the driveshaft is not properly retained.

6. FRAME: The following measurements are minimums. Only those areas indicated will be subject to technical inspections. The top of the roll cage must be constructed high enough to cover the driver's helmeted head. No aluminum and/or soft metals are permitted.

a) The main lower frame rails must be either:

1) a minimum of 8.0" in circumference (2.0" x 2.0" box) and have a wall thickness of no less than 0.080".

2) a tube frame design with main rails a minimum of 1.75" OD tubing with a minimum wall thickness of 0.083". The main frame rails must extend from front bumper supports to the rear bumper supports.

3) A Maximum of 25 ½ inches from the center of the ball joint to the front of the motor plate/engine bell housing flange will be permitted.

b) Roll Cage Construction: The roll bars must be a boxed frame, well braced of at least 1.5" O.D. steel pipe or tubing, with a wall thickness minimum of 0.080" DOM steel or 0.065" chrome-moly tubing allowing for manufacturers tolerance. The driver's side must have a minimum of four protective sidebars and three protective bars on the opposite side of cage.

c) Firewall: A metal firewall is mandatory between the driver's compartment and the engine as well as the driver's compartment and rear end/fuel cell compartment.

d) Floor Pan: All cars must have a steel or aluminum floorpan under the driver and it may be raised 9.0" to allow clearance for the header.

e) Interior: The interior of car should allow for easy access to driver from either side of car and be clear of material or construction methods that could cause injury to the driver. No raised edges inside of car. Car must have a solid fire wall that meets approval of the technical committee.

7. FUEL CELL: Any approved metal fuel cell must be used and remain securely mounted in the rear compartment of the car.

a) Fuel Straps: The fuel cell must be strapped down with securely with steel straps. The straps must a minimum 1/8" in thickness. The mounting of the fuel cell will be the sole discretion and responsibility of the driver and the tech inspector may prohibit a car from competing in which he/she feels the fuel cell is not securely mounted.

b) Check Valve: A check valve is mandatory on the filler pipe to prevent fuel spillage in the tank is turned over.

c) Fuel Cap: Make absolutely sure that you check the cap on your fuel cell for tightness before going onto the racetrack. The cap should fit snugly onto the cell.

d) Fuel Filters: Aftermarket fuel filters may be used. Glass fuel filters are not permitted. Filters may not be located in the driver's compartment.

e) Fuel Pump: Electric fuel pumps are not permitted.

f) Fuel Cooling Devices: Fuel cooling devices of any kind are not permitted.

g) Fuel Lines: Any fuel lines passing through the driver's compartment must be securely encased in steel tubing. Fuel lines may be either rubber or steel braided. Fuel lines may not be attached to or near electrical wires.

8. HEIM JOINTS: Only steel or aluminum heim joints are permitted.

9. MIRRORS: Mirrors are not permitted.

10. NUMBERS: The car must have numbers of contrasting car color from the body that are a minimum height of 18.0" and width of 4.0" on both doors and a minimum height of 24.0" and width of 6.0" on the roof. Metallic or foil numbers are not recommended and highly discouraged. Scorers will not accept the responsibility for incorrect scoring of cars in which numbers are not clear or easily read from the Control Tower.

11. RADIOS: One-way or two-way communication radios are not permitted with the exception of the mandatory track Raceiver radio on the track designated frequency only (Freq. 0000).

12. REAR ENDS: A Ford 9" rear end or aftermarket quick-change rear end is permitted. Rear ends may be locked by welding the spider gears. Limited slip/ratchet differentials and Trutrack type are permitted. Only OEM type bearings are permitted. Hemispheric or similar type bearings are not permitted.

a) Rear End Mounting: Floating type rear axle housing mounts are permitted.

b) Rear Axles: Only steel axles are permitted. Axles may be gun-drilled. Floater axles are permitted. Crowned axles are not permitted. Steel bird cages allowed but must run on RR and LR. Steel axle tubes allowed but must run on RR and LR. Not allowed one or other. No weight permitted to be mounted on axle tubes. LR limitors must be chain style. No shock type limitors! RR combination (tube, bell and bird cage) must be within 2lbs of LR.

13. SEATS: Only approved factory-manufactured metal seats may be used. No homemade seats will be permitted. Lightening the seat by anyone else other than the factory is not permitted. Lumbar supports and head and shoulder supports on the seat are highly recommended.

a) Mounting of the Seat: The seat may be moved within the driver's compartment (remaining within the same general area as the general design) without moving or changing existing bars in the frame. The seat must be mounted directly to the frame. When mounting the seat forward, use a flat piece of steel or aluminum behind the seat (don't just use bolts in encased tubing). The use of wood as supports or mounting brackets is not permitted. The presiding tech inspector shall have final approval of the mounting of the seat. The series management and the Technical Inspector assume no liability for any injuries that may occur as a result of the mounting of a seat, regardless of the approval given to compete with that seat and its location.

b) Racing Harness: All cars must have an approved type of five-(5) point racing harness (minimum 3" wide) that is equipped with a quick release buckle unless otherwise designated. Be sure to regularly check your racing belts for damage such as fraying, tearing, etc. If this should occur, the belts should be replaced immediately. The series endorses the belt manufacturer's recommendation that the belts be changed two (2) years after the date stamped on the SFI tag regardless of the number of times the car has been raced. The racing belts are similar to a helmet, in that they are designed for protection in only one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make absolutely sure that your five-point racing harness is totally secured and that you have pulled the straps as tight as possible anytime you drive the car.

14. SHOCKS: Only one Rebound and one compression adjustable steel or aluminum shock allowed. Shock bumpers are permitted. More than one shock per wheel is permitted. Driver adjustable shocks or driver adjustable weight jacks are not permitted. External canister gas shocks are permitted. No torsion bar suspension. No electronic adjusting is permitted.

SHOCKS:

Shock absorbers may not contain any "internal" spring that functions as a load bearing suspension spring, "internal" coil bump spring above or below the working piston, nor "internal" bump stop of any kind. No pneumatic springs, "air" springs or "air" shocks" permitted.

Only solid material bump stops permitted; rubber, urethane, and plastic. No coil spring or valve spring-type bump springs permitted. No convex disc bump spring permitted. The only nitrogen charged parts allowed are the shock bodies themselves and must run standard conventional springs on ALL shocks. Stack springs are okay.

SPRINGS:

1. ONLY coil springs or leaf springs will be permitted. No pneumatic springs, "air" springs, or "air" shocks permitted. No more than 2 springs per shock. Must be one on top of the other.

15. SUSPENSION (Front): Any type of upper or lower control arm may be used. Ball joint substitution is permitted. **Standard 4 bar suspension on the rear end. No spring rods. No cantilever bird cages.**

16. TIRES:

Hoosier: NLMT: 2, 2.5, 3, 4

American Racer: 44 or harder

Minimum durometer reading of 32 at anytime

a) Hardness: The composition and character of the tire may not be altered from original. This includes soaking, softening or recapping. If any tire is found to be below the manufacturer's standard for that tire on the durometer, the driver may be disqualified for that event and the tire and wheel will be confiscated immediately. That tire will be reviewed and the driver may face further possible penalties. The wheel will be returned to the driver. Tire warmers and any other means of artificially warming tires are prohibited. **NOTE: Anyone caught using or possessing tire softener in their hauler or pit area will be subject to penalties from management. No tire soaking of any type. Tire samples will be randomly taken and if they come back illegal the driver has to pay the fee to have it tested and a two race suspension from the series. Driver will not be permitted to return until his/hers fee is paid for the illegal sample.**

17. TRACTION CONTROL DEVICES: No electronic or computerized wheel spin/traction control devices are permitted. Any driver caught using these devices will be suspended for a minimum of one-(1) year.

18. WEIGHT: No car shall weigh less than 2,350.0 lbs. with the driver after any event. Weight of the car is defined as driver in the seat, hands on steering wheel, helmet on their head and feet on the pedals after the event. Competitors are not permitted to fill the fuel cell with fuel after the event in order to meet the minimum weight requirements. Cars missing body components will be taken into account in terms of weight after an event. If the weight loss is excessive, the driver will be asked to supply the missing parts, otherwise no tolerance on the weight will apply.

a) Ballast: All added ballast must be painted white with the car number marked on each piece. The weight must be visible to the technical inspector upon inspection (i.e. nothing permitted in the frame rails).

b) Mounting Ballast: The blocks must be securely mounted to the frame using a minimum of two-(2) 0.5" or larger bolts. Ballast may not be placed anywhere within the driver's compartment, on the firewall, in the fuel cell, etc. The mounting of the ballast is subject to the final approval of the technical inspector. No ballast is permitted above the deck level.

c) Weight Shifting Devices: No devices (either mechanical, hydraulic, electric) for shifting weight is permitted.

19. WHEELS: Any automotive steel or aluminum wheel that has a maximum 14.0" width is permitted, excluding the beadlock are permitted. Heavy-duty wheel studs and lug nuts are highly recommended. Bleeder or relief valves are permitted in the wheels. Wheel spacers are permitted. No electronic Bleeders

a) **Wheel Covers - Metal or plastic wheel covers are permitted. Must be securely fastened to wheel. Foam mud plugs also permitted. All steel wheels or all aluminum wheels. No mixing and matching. Aluminum wheel spacers only.**

20. WHEELBASE: The minimum wheelbase is 103.0" with no tolerance.

ENGINE SPECIFICATIONS for LATE MODELS:

1.ENGINES PERMITTED: The engine must not exceed 362.0 cubic inches with all engine cylinders machined from steel alloy only. All factory identification numbers and/or part numbers must remain on crank and heads. Stroker-type engines are not permitted. The use of titanium for rods, rod caps, crankshafts or headers is strictly prohibited. It is highly recommended to use a #12AN fitting or one inch plug in the oil pan for inspection purposes. If there is not one, the oil pan must be removed for inspection. Needle bearing camshafts, crankshafts and rod bearings are not permitted.

2. BATTERY: Any battery must be used and securely mounted between the frame rails. The battery may not be located in the driver's compartment. A battery shut-off switch is mandatory and should be easily visible from outside the car and marked "on/off".

3. BLOCK: The engine block must be a standard production block or approved stock dimension aftermarket block that was 362.0 cubic inches or less originally. No aluminum blocks. The Chevy bow-tie, Ford SVO, DART or World Products block is permitted. Billet machined blocks or heads are not permitted. Only two-(2) valves per spark plug are permitted. Double overhead cams are not permitted. Turbine-driven, big blocks, turbos, blowers, superchargers or offset engines are not permitted. Computer operated or controlled parts such as fuel injections or fuel systems are not permitted. Main bearing cap must be iron or steel. The lifter bore must remain stock. **Max cylinder bore is 4.060.**

4. CAMSHAFTS: Flat tappet camshafts permitted. Roller camshafts or roller ball lifters are permitted. Gear drive units permitted. No externally adjustable cam timing device.

a) Cam Bearings: Must remain as "stock" Babbitt type. Roller bearings are not permitted.

5. CARBURETORS: A maximum of four barrels of carburetion permitted. Only one carburetor per engine is permitted. No super chargers, fuel injection or turbo chargers.

a) The carburetors, float bowls, booster, venturi area (casting ring may be removed), butterflies, throttle shaft and base plate may be altered.

b) The choke may be removed but all screw holes must be permanently sealed. The choke horn may be removed.

c) The idle holes may be drilled and the butterfly screw ends may be cut even with the shaft.

d) Carburetor jets may be changed.

e) Modifications or components to increase or restrict airflow to the carburetors (such as velocity stacks, heat deflector shields, internal modifications not listed above, etc.) are not permitted.

f) Carburetor Adapter: Only a one or two-piece aluminum or phenolic carburetor adapter may be installed between the intake manifold and carburetor. A one-piece gasket may be installed between the carburetor and adapter and between the intake manifold and adapter.

6. CLUTCH: Must have an operational clutch and starter. A multi-disc clutch permitted. Stock configuration clutch must have a full scatter shield of at least 0.25" thick steel or an approved bell housing. Automatic transmissions are not permitted.

a) Clutch Master Cylinder: Aftermarket clutch master cylinders are permitted.

b) Clutch Lines: Rubber, steel or steel-braided clutch lines are permitted.

7. CYLINDER HEADS: Any factory steel cast iron cylinder head, World Products Sportsman II steel head with casting number must be #1037 or any bow-tie Vortec heads are permitted. The cylinder head must remain in unaltered "as cast" condition unless otherwise noted. No aluminum heads. Relocating rocker arm studs is not permitted. Ford engines may use the following cast iron cylinder heads: ProAction (part numbers 35301, 35302 or 35303); World Products Windsor Sr. (Casting #1-061); Dart Iron Eagle (casting numbers 13310010, 13410010, 13500020 or 13520020). N heads permitted.

a) All heads must have a minimum 60cc combustion chamber. The "cc" measurement of the intake runner of head must remain stock with the exception of matching port.

b) Matching ports in the intake port of head is permitted. The depth maximum for matching ports is 0.75". The valve seat area may be cleaned up using a maximum 80-degree grinding stone. Screw-in studs, stud girdles and guide plates are permitted.

c) Unless otherwise stated, any cylinder head with evidence of sanding, polishing, relieving, grinding, porting, angle milling, chemical treating, abrasive blasting to the original cast form, will be declared illegal and penalized. O-ringing the head gasket seal area is not permitted.

d) Combustion Chamber: **The combustion chamber may be altered in but must still be 60 CC.**

8. CRANKSHAFT: The crankshaft must be an OEM factory production or OEM stock dimension aftermarket cast iron or steel crankshaft. No swapping of crankshafts between manufacturers. The Ford SVO crankshaft number M6303-H351 is permitted. The MOPAR high performance crankshaft with part number P1420312 is permitted.

a) Polishing of the crank is permitted. One throw on the crank must have no balancing holes in it. The minimum weight of the crankshaft must be 45.0 lbs.

b) Stroke: The stroke must remain OEM stock as currently delivered by OEM with the exception that it may turned a maximum of 0.040" under for the replacement of bearings. Offset grinding of the crankshafts is not permitted.

c) Harmonic Balancer: Aftermarket OEM stock "type" harmonic balancers are permitted.

9. EXHAUST SYSTEM: Any system designed to exit the car from behind is permitted. Exhaust may not exit through the side of the car. Header wrapping (tape) and ceramic coatings are permitted.

10. FUEL: Racing gasoline or methanol only is permitted. All fuel must be of the same specifications, specific gravity, color, smell of the Methanol or Gasoline only according to Federal Standards of Purity, Grade A or AA. **No additives of any kind permitted.** The track reserves the right to take specific samples of fuel at any time for testing purposes. Any additives/mixing detected in fuel may result in a disqualification, fine, suspension, loss of purse and loss of points or any combination thereof.

a) Laboratory Testing: The series has the ability to conduct laboratory analysis of fuels. Samples for lab analysis may be taken from a competitor's fuel system at any time at the discretion of the Technical Inspector. Laboratory results will be the final determining factor of whether illegal performance additives are present in the particular fuel sample.

b) The specific elements which will be searched for include: aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylydine. Also, added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH).

c) Penalty for Fuel Rule Violations: Any competitor (driver and/or owner) caught using any of the illegal fuel additives as previously mentioned is subject to a minimum loss of the nights points.

11. GAUGES: Only onboard gauges that record the following information are permitted - water temperature, lap timer, RPM, oil pressure, oil temperature, brake bias pressure and fuel pressure. Direct reading oil temperature, fuel pressure and oil pressure gauges must use steel braided lines, not plastic or rubber. Onboard telemetry systems are not permitted.

12. IGNITION SYSTEM: The complete ignition/starter control system must be either electronic, single-point or dual-point distributor type ignition and may be aftermarket. Crank triggers or magnetos are not permitted.

a) Ignition Switch: The ignition switch must be within easy reach of the driver and clearly marked.

b) Spark Plugs and Wiring: Any aftermarket type wiring may be used. The electrode of the spark plug must extend into the combustion chamber.

13. INTAKE MANIFOLD: Any intake manifold other than a smoke ram or tunnel ram is permitted. Intake/carburetor height to be a maximum of 8.00" 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 measured from where the intake manifold meets the cylinder head (not the top of the intake runner). **One or two inch spacer permitted only two gaskets either way.**

14. OIL ADDITIVES: Any competitor caught using any of the following combustion enhancing additives in the engine oil will be banned from all series events for a minimum of 60 days from the date of the infraction: hydrazine, toluene, dinitrotoluene, dioxane, propylene oxide, or nitropropane.

15. PISTONS & RINGS: Only flat top pistons are permitted with all three piston rings in place. Zero deck piston may not extend above the block. The ring lances and lowers part (skirt) of the piston may not be altered from the original in any way. Gas Ported pistons are permitted. Floating wrist pins are permitted. Valve reliefs may be cut into the pistons.

16. RADIATOR: Any aftermarket aluminum or copper radiator is permitted. An electric fan with a shroud is permitted. The radiator must remain in the engine compartment.

17. ROCKER ARMS: Roller rocker arms are permitted. Rocker arm studs may not be relocated. Shaft rockers are permitted.

18. RODS: A production rod from a V-8 engine under 362 cubic inches. Modification of rod length prohibited. Rods, block and crank to be used in the same combination that factory originally manufactured. Any stock dimension steel rod (No titanium) may be substituted. Stock dimension includes length, wrist pin location and journal size. Approved aftermarket rod must be in factory condition, no polishing or reworking. No addition or removal of metal other than normal balancing.

6 inch rods permitted in ALL engines.

19. VALVES: Only steel or stainless valves are permitted (no titanium). Any spring, retainer or valve lock is permitted. Only stock OEM valve guide angle is permitted. Relocating valve guides is not permitted.

20. WATER PUMP: Aftermarket aluminum OEM stock "type" water pumps and aluminum pulleys are permitted.

21. 602/604 Crate Engines:

602 Crate no weight limit—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. Open Tire Rule for all Crate Cars

604 Cate 2,200 weight—Must have Fastrack, Rush, NeSmith, or factory bolts to be eligible to participate. To run this category, you must meet your sanctioning body. All crate cars body rules are the same as the rest of the field. 8 inch spoiler. No front spillboard. Open tire rule for ALL crates.

22. SCORING

Red MyLaps transponders are required on all cars. Rental units are available from the speedway.

1.) Transponders for Late Models should be mounted on the rear side of the engine mounting plate or to the engine compartment side of the firewall but can be no less than 80" from the center nose of the car. Shims can be used between the engine plate and mounting bracket to obtain this distance.

2.) Transponders must be mounted in a vertical position pointing straight down and as close to the ground as possible. There cannot be any metal, carbon fiber or other material that would deflect or block the signal between the transponder and the ground. Other than wiring used to connect direct powered units the transponder should not be mounted within 12" of any device that generates, transports or stores electric or magnetic energy (individual race cars may require a greater distance or shielding).

3.) Transponders/brackets should be riveted, wire tied or clamped to the mounting point with additional wire ties, clamps or other securing devices encompassing the entire mounting point /bracket / transponder for additional security. Speedway is not responsible for lost/damaged transponders.

4.) Damaged/Lost units rented from Speedway are the responsibility of renter. It is each race team's responsibility to assure that the transponder they are using is mounted properly and in working condition at all times car is on track. Changes in mounting location may only be approved by speedway officials and only in the case of transponders not reading correctly. This shall only be approved if it is determined by officials that all other possibilities and scenarios to correct the situation have been exhausted.

23. TECHNICAL PROCEDURES

A. Any competing car must be presented to the tech man or tech area upon request. Only the driver or some competent official may accompany the car during the procedure.

B. No feature will be declared official until the tech man is satisfied.

C. All technical protests must be made with the tech official within ten minutes of the completion of the race. The winner is the only car who may be protested- In order to make a protest against the winner; the protesting car must have finished in the top five and on the lead lap.

D. Any protests must be made to the proper official in an orderly and dignified manner. Protests of the winner will be allowed only if presented coherently and as the tech team sees fit. In the event of multiple protests we will determine the order of importance and select which if any we choose to omit.

E. Fees: Protesting car must put up a \$200 nonrefundable supervisory fee, additional items include \$200 to pump engine, \$250 per part protested, \$500 to remove head, \$1500 for complete tear down.

F. Any other violation found during the inspection that was not part of the protest will still result in disqualification.

24. 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.