

2024- SUPER LATE MODEL Rules

www.bedfordspeedway.com



1. ENGINE

- A.) Only conventional type V-8 engines with the cam in the block will be permitted. There will be no limit on the cubic inch displacement.
- B.) All engines must be based on a manufactured, factory design.
- C.) Aluminum or steel blocks will be permitted.
- D.) All engines must be normally aspirated with a single conventional-type four (4) barrel carburetor.
- E.) The engine must have an operating self-starting mechanism. Vehicles that require a 'push start' will not be permitted.
- F.) Only a single distributor or magneto will be permitted. Coil pack and/or engines that have individual ignition systems, electronic or mechanical for each cylinder will not be permitted.
- G.) 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.
- H.) Only two (2) valves and one (1) spark plug will be permitted per cylinder.
- I.) In the event that there are new engine components and/or a new engine configuration they must be submitted to the Speedway prior to being introduced into competition.

2. TRANSMISSION AND DRIVE SHAFT

- A.) Direct drives systems of any-type will not be permitted.
- B.) The transmission must be bolted to the engine it must have forward and working reverse gear(s) and must be able to shift to forward or reverse with engine running.

3. REAR END

- A.) Any type of rear end differential / center section will be permitted.
- B.) Live-axle type rear ends will not be permitted.
- C.) Independent rear suspensions will not be permitted.
- D.) Floater-type wide-five hub assemblies will be the only hub assemblies permitted.

4. FUEL

- Fuel, Fuel Cells and Fuel System A. All cars must have fuel cells that meet and/or exceed FT3 specifications. The fuel cell must have a maximum capacity of 35 gallons.
- B. The fuel cell must be enclosed completely in a container that is a minimum thickness of 20-gauge magnetic steel and/or .060"-inch aluminum.
- C. The entire container must be visible for ease of inspection.
- D. The fuel cell must be mounted behind the rear axle between the rear tires, a minimum of 4"-inches ahead of the rear bumper. The bottom of the fuel cell must not be any lower than the bottom of the rear end/quick change housing.
- E. The fuel cell must be mounted with a minimum of two (2) .125"-inch thick steel straps. The straps must cover the entire cell. Fuel cells that are mounted in a square tubing frame will be permitted.
- F. The fuel pick up must be positioned on the top or right side of the fuel cell and be constructed of steel. The fuel pick up must have a check valve.
- G. Only racing gasoline or alcohol will be permitted for competition. Nitrous oxide, nitro-methane and/or propylene oxide will not be permitted.

H. Only mechanical and/or belt driven fuel pumps will be permitted. Fuel injection system(s) and/or electrical fuel pumps and/or any type of pressurized fuel system will not be permitted.

5. EXHAUST

A.) The exhaust flow must be parallel to the ground. Exhaust systems that direct the flow toward the ground will not be permitted.

B.) All exhaust systems/headers must end with a collector.

6. TRACTION CONTROL

A.) All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.

B.) Adjustable ping control devices, dial a chip controls, timing controls and/ or automated throttle controls will not be permitted.

C.) Adjustable restrictor plates will not be permitted.

D.) Remote control components of any-type will not be permitted.

E.) Radios and/or devices for transmitting voice and/or data will not be permitted.

F.) Data acquisition systems will not be permitted.

7. CHASSIS/FRAME

A.) The wheel base minimum will be 103"-inches with a maximum wheel base of 105"-inches.

B.) All frames must be fabricated from magnetic steel with a minimum of 2"-inches x 2"-inches or approved rectangular magnetic steel with a minimum material thickness of .083"-inches.

C.) A minimum of 1.75" Outside Diameter magnetic steel tubing, 4130 Chrome Moly or DOM with a minimum material thickness of .083"-inches, will be permitted for frames that are fabricated from round tubing.

D.) Rear bumpers that are stubbed may only extend a maximum of 8"-inches beyond the frame. Any stubbed rear bumper that extends further than the maximum of 8"-inches must be formed and directed 8"-inches toward the front of the car.

E.) External rub rails will not be permitted.

F.) All cars must be equipped with a tow hook and/or strap for the purpose of towing.

G.) All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.

H.) Any frame built on or after January 1st, 2006, must have the builder's unique serial number plate prominently attached to the left side roll cage upright. The plate must be welded in place. All characters on the plate must be a minimum of ½"-inch in height and the serial number must not exceed 8 characters.

8. WEIGHT

A.) The total weight of the car with the driver will be 2,250 pounds.

B.) Weights up to 50 lbs. must be positively fastened by 2 ½-inches, minimum grade 5 bolts with a minimum of two weight clamps. Threaded rods will not be permitted. All weights must be painted white and clearly labeled with the car number on it.

C.) Any weight(s) must be securely attached to the frame below the body decking.

D.) Any car that loses any weight/ballast during an event may be subject to a penalty.

E.) Weights attached to the rear bumper and/or outside the frame will not be permitted.

F.) Pellet-type and/or liquid-type weight/ballast will not be permitted.

G.) Driver operated weight adjustment, 'weight jacking' devices will not be permitted.

H.) The track scales will be considered the official scales for the event. Scales will be available for any team to verify its car weight and determine the scale weight. Officials will allow a car to re-scale two times by pulling off scale and pulling back on. Reading of the third attempt will become the entered weight

9. BODY

- A.) The nosepiece must match the body style of the make and manufacturer of the car and be the same as the make and manufacturer of the motor (GM, Ford, Mopar).
- B.) All cars must have a minimum 1/2" and a maximum of 1" radius at the top of fenders, doors and quarter panels. Sharp edge(s) will not be permitted.
- C.) The floor boards and firewall must completely cover the driver's area with no openings.
- D.) Fins and/or lips of any-type will not be permitted anywhere along the entire length of the car.
- E.) The body line must be a smooth even line from front to rear.
- F.) Wedge shape cars and/or body styles will not be permitted.
- G.) "Belly pans" or any type of enclosure on the bottom of the car will not be permitted. A skid plate to protect the oil pan is permitted. A maximum 1/8" skid plate will be permitted.
- H.) Wings and/or tunnels and/or any type of air deflection device will not be permitted underneath the body and/or chassis of the car.
- I.) A maximum of one stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be 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" x18" and only mounted from the upper right frame rail to the lower right frame rail.
- J.) Panels of any type under the rear deck running from the front to the rear of the car will not be permitted.
- K.) Any style air cleaner scoop used must be positioned in front of/ or around the air cleaner and must not exceed 1"-inch in height above any part of the air cleaner. Any type of flange and/or air deflection device and/or fin that is designed to direct airflow will not be permitted.
- L.) Cockpit adjustable components with the exception of brake bias adjusters will not be permitted. Adjusters of any-type, including but not limited to adjustable shocks, hydraulic or pneumatic weight jacks, trackers, ignition boxes or similar adjustable components will not be permitted inside the cockpit of the car or within reach of the seated driver.
- M.) The car must have legible numbers on each side and on the roof a minimum of 18" high.

10. NOSEPIECE

- A.) Only approved nosepieces may be used. A list of approved manufactures and part numbers for competition in Late Model competition follows: MD3 – Performance Bodies, ARP, Five-Star MD3 type
- B.) All nosepieces must be made of molded type material.
- C.) Two piece noses must be positively fastened together in the center. Spacers added to gain width will not be permitted.
- D.) The nosepiece must be mounted in a manner that does not alter its original shape.
- E.) The nose shall remain flat above the nose lip/wicker bill. Alterations and/ or additions may not be made to this area other than cooling holes will be permitted.
- F.) The nosepiece can extend a maximum of 52" from the center of the front hub to the farthest point extending forward.

11. ROOF

- A.) The roof length from front-to-back must be a minimum of 44" with a maximum of 54".
- B.) The roof width from side-to-side must be a minimum of 48" to a maximum of 52".

- C.) The roof must be stock appearing and be mounted level to the body.
- D.) The minimum height of the roof will be 45" with a maximum height of 48".
- E.) The roof must be mounted parallel to the body and near the center of the car as viewed from the front of the car.
- F.) A maximum 1-1/2" roll, turned downward will be permitted along the front edge of the roof. A maximum 1" roll, turned downward, will be permitted along the rear edge of the roof. Any other modifications to the roof will not be permitted.
- G.) Flat and/or odd shaped roofs will not be permitted. Bellied and hollowed roofs will not be permitted.
- H.) Any sun/antiglare shields may not exceed a 4" drop from the top roof line, and must hinge for easy exiting.
- I.) A maximum of two roof edge bead rolls of a maximum height of 1/2" the length of the roof will be permitted.
- J.) The roof posts and spoiler support(s) may not overlap.
- K.) Only single plated roofs will be permitted.
- L.) The maximum thickness of the roof at any point will be 1/2".
- M.) The roll cage and associated frame members above the interior panels (decking) must remain open. Enclosures will not be permitted.

12. ROOF SUPPORTS & WINDOW SIDE PANELS

- A.) All roof side panels must extend to the edge of the body.
- B.) The roof side panel window size must be a minimum of 10" x 15". A maximum crown of 2" will be permitted, measured from the center of a common tangent point on either side of the crown.
- C.) The side window area may be covered with clear Lexan and/or equivalent type material, be cut out and/or represented by a decal. Both roof support openings must be covered and/or both must be left open. The left and right side openings must be the same size with a tolerance of 1".
- D.) The left and right side window panels must match.
- E.) A maximum bow of 2" outward on the window side panels as viewed from behind will be permitted.
- F.) The front roof supports up to 2" in width must extend forward to the rear of the hood.

13. FRONT FENDERS & HOOD

- A.) The hood and the front fenders must be level and flat from the left to the right side of the car.
- B.) The outside edges of the hood and/or the fender must remain inside the overall bodyline.
- C.) The front fender may be a maximum of 37" in height, measured vertically from the ground to the top of the fender behind the front tires.
- D.) The front fender flares must be made of plastic and must not alter the original shape of the nose piece.
- E.) The front fender flares must not extend beyond the front tires more than 1" per side to a maximum width, edge-to-edge, of 90" in width with the wheels pointed straight.
- F.) The front fender flares must be flat across the entire width of the car. Front fender flairs shall not extend, bubble or rise more than a maximum of 4" at any point of the front fenders and/or hood.
- G.) The front fender flares must have collapsible supports.

14. DOORS

- A.) The door-to-door measurement must not exceed 76" in width at the top of the doors.
- B.) The door-to-door measurement must not exceed 82" in width when measured at the bottom of the doors in the center of the car. The doors must not exceed 37" in height when measured from the ground to the top of the door. The measurement from the ground to the top of the door, on both sides of the car – right door and left door, must measure within 1" variance.

- C.) The door sides may not break inward from the top 76" and bottom 82" measurements. Hollow and/or belled doors will not be permitted.
- D.) The minimum ground clearance will be 3".

15. QUARTER PANELS

- A.) The maximum distance from the center of the rear hub to the top quarter of the panel is 52".
- B.) The quarter panels must not exceed 76" in width at any point as measured at the top of the panels.
- C.) The rear deck must taper in a symmetrical manner from the center of the rear hub to the rear spoiler with a minimum width of 72" and a maximum width of 76".
- D.) The maximum width for the quarter panels measured from outside-to outside measured 19" from the ground and/or at the bottom of the quarter panel will be 86".
- E.) Any breaks and/or bends formed in the sides of the quarter panel that move the panel toward the center of the car will not be permitted. Hollow and/or bellied panels will not be permitted.
- F.) The maximum distance from the center of the rear hub to the rear trailing edge of the quarter panel will be 48".
- G.) The maximum height from the ground to the top of the rear deck at the top of the rear quarter panel will be 39".
- H.) A minimum of 2" of tire clearance between the tire and the body will be required.
- I.) Skirting that extends behind the rear quarter panel will not be permitted.

16. SPOILERS & SPOILER SUPPORTS

- A.) Only aluminum and/or Lexan and/or Lexan-type rear spoilers will be permitted.
- B.) The maximum overall height of the rear spoiler will be 8". The maximum width of the rear spoiler, including braces and/or supports is 72".
- C.) The rear spoiler must begin at the deck and extend 8" from that point. Suspending the spoiler to create a wing-type device will not be permitted.
- D.) The rear spoiler must begin at the rear most point of the quarter panels.
- E.) Only three spoiler braces/supports will be permitted. The front edge of the spoiler brace/support must be in line with the spoiler.
- F.) The outside spoiler supports must not be mounted any wider than the top of the quarter panel(s) and must be centered on the rear deck.
- G.) In the event that aluminum angle is used to bracer the upper edge of the spoiler, the angle must not add to the height and/or length of the spoiler in any way.

17. INTERIOR

- A.) The interior of the cockpit must be a minimum of 11" below the top of the roof and/or roll cage, measured perpendicular to the ground from the bottom of the roof to the cockpit deck. Roof rolls are not part of the measurement.
- B.) The side window opening(s) must be 15" from the top of the door to the bottom of the roof.
- C.) Supports bars that block the right window from the driver exiting the cockpit will not be permitted.
- D.) A single rock guard (Lexan screen) tapered back from the steering wheel to the 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 and/or rock guard.
- E.) If the interior deck drops the drop must begin at the rear of the engine plate with a maximum of 4" and must not drop below 4" rear of the hood. The start of the dropped interior must remain closed as a part of the fire wall. The entire width must be closed off with sheet metal.
- F.) The interior must gradually taper up to the quarter panel height and must be level for a minimum of 20" from the rear of the quarter panel and deck.

18. DRIVER COMPARTMENT

- A.) A full metal firewall fabricated from magnetic steel and/or aluminum must encompass the driver's compartment from front-to-rear, on both sides and floor boards.
- B.) The driver's seat must be a high back aluminum seat, designed specifically for racing, located on the left side of the car and mounted per the manufacturer's instructions securely to the frame.
- C.) The seat design should be one from a current manufacturer and/or recommended to include the full containment design. Installation of the full containment seat should follow the manufacturer's instructions.
- D.) All cars must be equipped with a quick-release type steering wheel.
- E.) The driver compartment must have a starting switch and/or button within reach of the driver.
- F.) A clearly labeled electrical on/off 'kill' switch must be within reach of the driver is recommended.
- G.) Mirrors of any-type will not be permitted.
- H.) Radios and/or electronic and/or data communication devices will not be permitted.
- I.) Any edge and/or sheet metal end in and around the driver compartment must be protected with trim and/or beading and rounded. Sharp and protruding edges will not be permitted.
- J.) A substantial rock guard with a minimum of three additional roll bars must be mounted in front of the driver. The rock guard must be made from wire screen. Windshield screens must be a minimum of .090" and must be securely fastened.
- K.) A fully charged fire extinguisher meeting SFI 167.1 specifications with an activation push and/or pull knob within reach of the driver is recommended

19. SUSPENSION

A.) GENERAL

- 1.) Rear suspension designs and applications are constantly evolving. Although the intent of the rear suspension rules are an attempt to accommodate the majority of suspension and suspension component designs and applications currently being used in competition, the rules cannot be absolute. Any and all new designs or modifications to an existing suspension and/or suspension component must be communicated to and approved before being used in competition.
- 2.) Rear suspension must utilize either coil or leaf springs.
- 3.) Rear suspension configuration used on current and new chassis(s) must be the design commonly known as four link. Older cars currently competing with other rear suspension designs will be allowed to compete until further notification at the discretion of the inspector.

B.) Rear Suspension Frame Mounts

- 1.) The frame/roll cage structure must have integral welded mounting brackets for the attachment of rear suspension components. Frame suspension mounts may be welded or bolted securely (without any movement) to the frame/roll cage structure.
- 2.) The only materials used to fabricate frame suspension mounts that will be permitted are magnetic steel or aluminum.
- 3.) Frame suspension mounts may be either a single or double shear configuration for mounting suspension components.
- 4.) Single shear frame suspension mounts must be a minimum of ¼" in thickness. Double shear frame suspension mounts must be a minimum of 3/16" thickness on both sides of the mount.
- 5.) All frame suspension mount component mounting holes must be round and sized correctly for the fastener being used. Clearance between the fastener and the mounting hole must not exceed the next fractional drill size. Example: ½" fastener, 33/64" mounting hole.

C.) Axle Housing Mounts

- 1.) Only one axle-housing mount per side will be permitted.
- 2.) Axle housing mounts may be a solid (welded) type or a floating type (birdcage) design.
- 3.) The final assembled axle-housing mount must be a one piece mount. When a floating type mount (birdcage) is fabricated using two pieces, the two pieces must create a common one piece pivot (barrel). The two pieces must be fastened or welded together to prevent independent movement of the two pieces. The axle-housing mount must attach directly to the axle tube with clearance only to permit rotation of the entire mount. Fore, aft or vertical movement of the mount or the axle housing within the mount will not be permitted.
- 4.) The only materials used to fabricate axle-housing mounts that will be permitted are magnetic steel or aluminum.
- 5.) Mounts for suspension attaching (radius) rods must be an integral part of the axle-housing mount. The mounts may be either a single or double shear configuration. When using a single shear configuration, a minimum thickness of $\frac{1}{4}$ " for magnetic steel or $\frac{1}{2}$ " for aluminum is required. When using a double shear configuration, a minimum thickness of $\frac{3}{16}$ " for magnetic steel or $\frac{1}{4}$ " for aluminum is required. Dynamic movement of any mount other than a rotational and pivoting movement as a result of suspension travel will not be permitted.
- 6.) Unless otherwise authorized by the track, the mounting of any component(s) other than suspension attaching (radius) rods or shocks will not be permitted on the axle housing mounts.

D.) Rear Suspension Attaching (Radius) Rods

- 1.) A maximum of two attaching (radius) rods per side will be permitted.
- 2.) The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum
- 3.) Attaching (radius) rods may be solid or tubular material. The material may be round or hexagon in shape.
- 4.) Spherical rod ends or steel clevises must be used at the end of each rod for pivoting, static length adjustment, and mounting. Bushings of any type will not be permitted.
- 5.) The final assembled attaching (radius) rod must not have the capability to change length dynamically by any means or devices.
- 6.) Spherical rod end sizes may be a minimum of a $\frac{5}{8}$ " rod end body with a $\frac{1}{2}$ " bearing to a maximum of a $\frac{3}{4}$ " rod end body with a $\frac{3}{4}$ " bearing.
- 7.) In all applications, the correct size fastener must be used when mounting the spherical rod end to a bracket (example: $\frac{1}{2}$ " fastener must be used with a $\frac{1}{2}$ " bearing and mounting hole). Metal step spacers will be permitted to reduce the hole size of the spherical rod end bearing.
- 8.) Attaching (radius) rods must mount directly to the frame suspension mount at the forward end and to the axle-housing mount at the rearward end.
- 9.) All rear suspension fasteners must be magnetic steel with a minimum diameter of $\frac{1}{2}$ ". The use of grade 8 fasteners is highly recommended. All fasteners must be correctly sized for the component and application of use.
- 10.) When rear suspension assembly is completed, the attaching (radius) rods must have a minimum of 8" between the pivots at both the frame suspension mount and the rear axle-housing mount.

E.) Rear Droop Limiter

- 1.) One droop-limited chain per side will be permitted.
- 2.) The droop limiting chain may incorporate bump stops and/or springs.
- 3.) The droop limiting chain must attach to a collar or bearing type mount on the rear axle tube and to the frame assembly directly above the lower mount. Chains to the rear axle mount (birdcage) will not be permitted.
- 4.) Droop limiting chains must be mounted so that when taunt they are as close to vertical as possible.

F.) Torque Control Devices

- 1.) Lift arm assemblies and pull bars will be permitted.
- 2.) Only one torque control device may be used.
- 3.) Lift arms must attach to the axle housing using a mounting configuration that prevents any movement between the lift arm and the rear axle housing. A gusset or brace bar to prohibit side-to-side flex will be permitted.
- 4.) The forward end of the lift arm may use a spring over shock assembly (5th coil), a spring or bushing, and a limiting chain.
- 5.) Pull bars may be adjustable on both ends; however, the adjustments must remain fixed during competition. Adjustors within reach of the driver will not be permitted.

G.) Rear Springs

- 1.) Coil springs or leaf springs will be permitted.
- 2.) Coil springs must be manufactured from magnetic steel. Leaf springs must be manufactured from either magnetic steel or approved composite material.

20. SHOCK ABSORBERS

- A.) Shocks are intended to dampen and help control spring frequencies in both the compression and rebound motions. The amount of force applied to move the shock piston and shaft assembly may be varied with the option of shock "builds" however the piston and shaft assembly must have the ability to move in both directions.
- B.) Mono-tube, single piston, nitrogen gas charged shocks will be permitted. All shocks must utilize mechanical oil controls, such as: spring shim(s), drum and disc(s), check ball and spring, needle and seat for internal and external shock adjustments. Magnetic and/or electro-magnetic controls are not permitted. Remote nitrogen gas reservoirs will be permitted. The remote reservoirs may contain a compression adjustor. Adjustments described above are the only shock adjustments that will be permitted.
- C.) Shock adjustments while the vehicle is in motion will not be permitted.
- D.) Shocks and shock components may only be manufactured from steel or aluminum.
- E.) Rotating parts will not be permitted inside or mounted to the shock absorber. Inertia/gyro style shocks are not permitted.
- F.) Thru-rod shocks will not be permitted.
- G.) Unless otherwise authorized, all shocks must be mounted as close to vertical as possible.
- I.) One shock will be permitted at each front wheel, and one shock will be permitted at the right rear wheel
- J) Two shocks will be permitted at the left rear wheel. When using only one shock at the left rear wheel, the shock must be mounted behind the rear axle tube. When two shocks are used at the left rear wheel, one shock must be mounted behind the rear axle tube and the second shock must be mounted on top of or forward of the rear axle tube.
- K.) One shock will be permitted mid-ship at the front of the lift arm assembly.
- L.) One braking shock will be permitted. The shock must be mounted within 3" of the center line of the rear axle center section. This shock must be mounted horizontally.

21. STEERING COMPONENTS

- A.) Only one power steering pump allowed

22. ROLL CAGE

- A.) All cars must have a roll cage fabricated from a minimum of 1-1/2" outside diameter with .065" thick seamless magnetic steel tubing.
- B.) The side roll bars and/or door bars must extend into the door panels.
- C.) A minimum of three bars must be utilized on the left side of the car in the door area.
- D.) Any of the bars that are utilized for the top portion of the roll cage, including, but not limited to the front and rear hoops, the top hoop and the uprights, must extend a minimum of 1" above the driver's helmet.
- E.) All new frames and/or roll cages built on or after January 1st, 2006 an additional vertical side brace is required on the left side in vertical alignment with the steering wheel.

23. WHEELS

- A.) Only steel or aluminum wheels will be permitted for competition.
- B.) The wheels must be mounted to the hubs utilizing lug nuts. "Knock off" and/or single type wheel mounting systems will not be permitted.
- C.) The maximum wheel width that will be permitted is 14".
- D.) The maximum front track width will be 90"-inches and the maximum rear track width will be 88", measured from the outside edge of the tire to the outside edge of the tire.
- E.) Wheel spacers will be permitted provided the track width(s) do not exceed their maximum dimensions.
- F.) Wheel cover fasteners must be steel. Aluminum not permitted.
- G.) For 2017 racing season it is recommended that wheel covers have a minimum of 5 mounting points.

24. TIRES

- A.) All four tires must be:
 - Hoosier: NLMT: 2, 2.5, 3, 4
 - American Racer: 44 or harder
 - Minimum durometer reading of 32 at anytime
- B.) The maximum size for any tire in competition is 11" x 29" x 15", unless otherwise specified in written form to all competitors.
- C.) The maximum outside circumference of the tire will be 93", unless otherwise specified in written form to all competitors.
- D.) The maximum width of the tires measured from the outside edge(s) of the sidewalls across the face of the tire will be 16 3/4". There will be a tire hoop used for inspection and the tire must pass through the tire hoop freely, without any manipulation or outside contact.
- E.) The tire rule for any event may be amended in written form, to all competitors per any technical bulletin.
- F.) The altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and/or the introduction of tread 'softener' and/or physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tires any penalty deemed appropriate by Late Model Officials may be issued. Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A "Chain of Custody" process will be outlined with the competitor upon inspection of the tires. The analysis process will require shipment of the tire to the selected laboratory.. If a penalty is issued, the event the tire was used in will be penalized.
- G.) Monies won in an event may be held until the final determination is made by the independent laboratory.

H.) Chemical alterations, vulcanizing, tire softening, defacing and/or altering the face of the tire lettering and/or tire stamping will not be permitted.

I.) Chemicals or tire softening is not permitted at any time. Tires may be inspected at any time. Any violation with any tire presented for competition may result in immediate disqualification from the events and/or other penalties including but not limited to; loss of money, fine, loss of points and/or suspension.

J.) Only approved tires will be permitted for use in competition.

25. SCORING

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.

26. OTHER

A.) Cars will not be permitted to make a qualifying attempt without passing technical inspection. All cars must be available for inspection prior to the time of the driver's meeting. Following the driver's meeting, covers of any-type on the racecar will not be permitted.

B.) All cars may be subject to technical inspection at any time.

C.) Full or partial car covers will be permitted only when there is inclement weather and/or the car is in its designated pit stall. All covers shall be removed prior to the car leaving its designated pit stall.

D.) 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 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.

E.) All cars must have wrecker hookup.

F.) SFI-approved and labeled seat, roll bar, knee and steering pads and/or padding is recommended.

G.) It is recommended that all teams have a fire extinguisher in the rear of their transporter. The fire extinguisher is recommended to be a minimum of 2.5 gallons FFF type chemical and/or equivalent.

H.) All drivers are required to have a one-way radio. The one-way radio must be working and active prior to any 'on-track' activity. Two-way radios, crew-member to driver and/or any other means of electronic communication, other than the one-way radio, will not be permitted.

27. 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 protesting 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.