

# 2008 Limited Late Model Rules

Marshfield Super Speedway 715-384-8325-Race Dates July 26, Aug 23, Sept 13

## **General Rule Statement**

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 drivers are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in NO WAY A GUARANTEE against injury or death to participants, spectators or others.

## **Approved Competition Models**

1992 or newer North American made cars with 102 inch wheelbase or greater.

NO convertibles

## **Wheelbase and Tread Width**

Absolute minimum wheelbase of 104 inches with NO tolerance allowed. Maximum tread width of 65 inches measured center to center of tires at spindle height {front and rear}.

## **Body and Appearance**

Stock appearing plastic, fiberglass, or metal bodies allowed. Minimum roof height is 47". The roof height will be measured at a point 8 to 10" behind the top of the windshield on the roof centerline. Minimum side window clearance is 15". Maximum spoiler height is 39.5" measured from ground. Maximum spoiler length is 5". Maximum width is 60". No rudders or forward mounting brackets allowed. No wings or skirts allowed. No air scoops or holes in hood allowed. No chopping of the body or roof, enlarging or reducing of window openings. Cut out on back of hood 4 inches valve cover to valve cover. Minimum ground clearance including nose, body, and rocker panels is 3.5". Filler panels painted with reflective colors required. Front and rear bumpers must appear stock and enhance the appearance of the car. All windows must be Lexan. Full width front Lexan windshield with minimum 2 braces required. NO door windows. Rear window with 2 braces mandatory. Body must be within 2" from outside tires. A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste. Numbers at least 18" high on both doors. 6" high number in top right corner of windshield to assist with restart alignments. All dark colored cars must have ample light colored lettering and numbers to improve visibility. 1" square rub rails allowed, mounting must be within 3" of ends and ends must be tapered and capped.

## **Driver's Attire**

Complete approved fire retardant driving suit and gloves required. Eye protection and a Snell SA 2000 approved helmet required. HANS or Hutchinson device recommended. Neck collars, fireproof socks and shoes recommended.

## **Seat and Seat Belts**

Approved aluminum driver's seat required. Seat must be fastened to frame/roll cage and located so that the centerline of the seat is at least 17.5" from driver's door bars. Properly installed headrest support required. Rib rest shall remain flexible. Shoulder supports on right and left sides of seat and head support on right are required. Minimum 3" wide lap belt, shoulder harness and submarine belt required. Belts must be anchored to roll cage or frame. Belts must be no older than 3 years old. Left side head rest or Burton net required. Grade 5 anchor bolt minimum. 6 point belts are recommended.

## **Window Net**

Ribbon or mesh type with quick seat belt buckle release at top front corner required. Window net must be permanently mounted to drivers door bars with buckle toward front roll cage upright and near roof. Window net must be in place while competing.

### **Driving Compartment**

Driver's compartment must be completely sealed off from engine compartment and fuel container and must be constructed to allow access to driver from right side for emergency personnel. Steel or aluminum only. Minimum 16 gauge steel under driver seat, feet and leg area. Padding required around driver including steering post and steering wheel center. Securely mounted fully charged fire extinguisher with visible dial type gauge required. Clearly labeled master kill switch accessible from either side of car required. No suspension components including stabilizer bar or panhard bar can be adjustable from the driving compartment.

### **Steering**

Stock rack and pinion or steering box with center link style. Power rack and pinion allowed. Steering shaft/column must incorporate minimum of 2 U-joints.

### **Chassis and Weight**

Tube or stock stub allowed. Frame rails must be a minimum of 2" by 3", .125 wall tubing. All chassis must have driver's foot protection bar {Martin bar}. Minimum frame ground clearance 3.25" at any point. 49% front axle weight, 42% right side. Front and right side percentages apply at all times. All weights include driver in driver's position. **All weights are minimum without any fuel allowance. Cars must meet minimum weight after all competitions.** Ballast must be painted white and lettered with the car number. FRRC Sealed Crate Engine Car 2675 lbs. FRRC Spec Engine Car 2700 lbs. Any other engine 2800 lbs.

### **Cage**

All roll cage tubing must be at least 1 3/4" .090 wall or equivalent. Welded gussets required on all joints. At least four evenly spaced horizontal bars required in driver's door and three in right side door. X-configuration allowed on right side and counts as one bar. All door bars must be mounted to the frame rails and the main roll cage uprights. Door bars must be connected with a minimum of two equally spaced vertical studs. Door bars must be on top of or outside of the frame rail. Left side door bar deflector plates of at least 1/8" steel or 3/16" aluminum required. Diagonal bar in top hoop required in all cars. Complete floorboards required. Floor pan under driver must be heavy gauge steel. Cage construction and welding quality will be vigorously inspected. Main roll hoop must be behind driver. All roll bars exposed to the driver, and left door bars, must be padded.

### **Engines**

Maximum of two valves per cylinder. No aluminum blocks or heads. Maximum displace 362 cid {Chrysler products 373 cid}. All engines must meet the following specifications regardless of manufacturer. Stock or stock replacement cast iron unaltered heads with factory valve angles {no angle milling, porting, polishing, acid dipping allowed} required. Bowtie numbers 14011058, 10134392, {casting # P/N 14011034}, 12480034 allowed. World Products Sportsman II numbers 011150, 011250 allowed. Gasket matching not allowed. Minimum combustion chamber 62cc, maximum 2.02 inch intake and 1.6 inch exhaust valves required. Flat top pistons required. A minimum of zero deck height required. Maximum 10.8 to 1 compression ratio. Steel connecting rods only. A 3/4" inspection hole in oil pan required. Inspection hole must be located in line with second and third rod journal of crankshaft, on either side of pan and above sump area {oil level}. Hole in windage tray in line with inspection hole required. Connecting rods must be magnetic. Valve spring retainers are the only titanium parts allowed. No radius edge lifters allowed, lifters must be able to rotate in their bores. No roller or mushroom cams/lifters. Maximum lift at valve {measured at retainer} .600" & stud mounted rocker arms {no shaft style} required. Operating starter required. Stock type ignition systems or MSD allowed. Firing order may not be altered. Ignition system may not be computerized, programmable or have any memory circuits. Production type steel crankshaft with normal configuration counter weights required. OEM type, mechanical fuel pump, in original location, required. Single stage, external oil pumps allowed on Ford engines. No dry sump systems, super chargers, nitrous or other injection systems. {NOTE: Engines over 10.8 to 1 compression or over 373 cid will be allowed until the end of 2005 with a 50 lb weight penalty.}

{NOTE: Fox River Racing Club spec engines allowed. FRRC spec engines must run only General Motors Cast Iron Vortec cylinder heads. Titanium valves are prohibited.}

{NOTE: GM Crate motors allowed, but car must meet all other rules in this book.}

### **Carburetor**

One 500 CFM Stock Holley 4412 2 bbl. required on all cars. No alterations except removal of choke "butterfly" allowed. 1 1/4" maximum adapter plate allowed. Double return springs required. Air cleaners required as flame arresters.

{NOTE: GM Crate motors may run 4 bbl. Carburetor}

### **Radiator**

Any radiator that will fit under hood. Fan protection and overflow tank located in engine compartment required.

### **Intake and Exhaust Manifolds**

Unaltered aluminum intakes (Edelbrock Victor Jr. #2975{GM}, #2915{Mopar}, #2981 & #2921{Ford}) or stock cast iron required on all engines. Headers allowed on all engines.

### **Exhaust**

Exhaust must exit left or rear {not out right side} and behind driver. Mufflers recommended. 100 decibel limit measured from front row of bleachers. No car expelling flame or smoke or backfiring will be tolerated.

### **Clutch, Transmission & Driveshaft**

Stock transmission mounted directly behind engine with operating reverse gear required. Automatic transmissions with or without torque converter permitted. Performance grade stock or racing clutch permitted. Minimum diameter 5 1/2" two disk minimum. No carbon clutches allowed. A scatter shield or safety bell housing required when stock clutch is used. Hole in bell housing in line with flywheel required, to turn crankshaft in compression test. Minimum 2 1/2" steel driveshaft required. Driveshaft must be painted a bright reflective color with car number printed on it. Safety hoops required on front half of driveshaft. Driver must be protected from driveshaft entering into driving compartment.

### **Fuel, Fuel Pumps & Fuel Cell**

No electric fuel pumps, vacuum only. Metal lines full length including for fuel pump, carburetor and fuel cell connections. Fuel cell complete with 11 gauge or heavier container, interior bladder, foam baffle and rollover valve required. Mounting must use 1" square tubing. Fuel cell must be mounted in trunk as far forward as possible {at least 4 inches from rear bumper and ASA bar}. ASA bar must extend below bumper and be triangulated back to main frame. Bottom of fuel cell must be at least 10 inches from the ground. Fuel cell must be protected by 1/8 inch steel plates. Fuel filler must be accessed through deck lid. Filler spout may be extended and connected to factory filler location on rear quarter panel. All vents must be valved to eliminate leakage. Outlet must be on top. All fuel cells and associated protection bars will be vigorously inspected. Steel fuel lines must be properly located outside driver's compartment. Gasoline only, must meet specific gravity of manufacturer.

### **Rear End**

Stock or rear spur gear type quick change units with steel tubes permitted. Side to side offset of rear axle with respect to body is not allowed. No open tubes or cambered (1/2 degree tolerance) rear ends. Right front and right rear tires must track inline. The left rear will allow a 3 inch inset. Drain plugs must be safety wired.

### **Brakes**

Disc or drum brakes on all four wheels. \$150.00 limit on calipers. Maximum of 4 pistons per caliper. Inboard brakes prohibited. Maximum diameter 12 1/4" rotors, no drilling allowed (except stock replacements). No floating calipers, ABS units or brake recirculation systems.

### **Shocks, Springs, Spindles and Suspension**

Conventionally mounted 5 inch springs or coil over type suspensions allowed. Steel or aluminum bodied, non-adjustable, non-rebuildable shocks. Shocks may not have any external adjustments. Maximum retail price of \$165. One unit per wheel. Rear suspension must be solidly mounted {no rubber bushings}. No lift bars, fifth coil or other spring-loaded suspension device allowed. No rear stabilizer bars. Any steel spindles allowed.

### **Hubs and Wheels**

Stock passenger car hubs or aftermarket hubs required. Wide five hubs and spindles allowed. Aftermarket made for racing, steel wheels required. 8 inch maximum width. 15 inch diameter. Wheels, less tires, weights, and valve, weigh a minimum of 15 lbs. Wheels must be attached with 1 inch steel lug nuts. Lug nuts may not be altered.

### **Tires**

Goodyear D2462 and D2663 A300 compound. - 8 inch tire will be available at the track. Tires will be marked by inspectors prior to qualifying. Tires you qualify on must be raced on at same event.

### **Tow Hooks**

Tow hooks on front and rear required.

### **Radios**

Use of 2-way radios allowed. All radio frequencies must be registered with the officials.

### **Violations and Illegal Equipment**

A. Safety Violations: Any car found with safety equipment missing, worn out, broken, inoperative, or improperly installed etc. will be excluded from competition until the violation has been corrected. All rules are strictly enforced and any car not conforming, will not be allowed to race until rules are met.

B. Other Violations: Officials and inspectors reserve the right to allow entrants, with minor repairable violations, to participate in the racing program providing the violation is judged not to pose a safety hazard on themselves or other competitors, and the violations do not afford the entrant a potential unfair advantage. This does not apply to specific required or exempt items and weight. Officials and inspectors reserve the right to impose time limits for correction of violations.

C. Tire Softener Prohibited: Any tire softer than specified durometer reading will disqualify the car resulting in loss of points and money. Illegal tires may be confiscated.

D. Illegal Equipment: Super chargers, turbo chargers, nitrous or other injection systems, pressure or electric fuel systems, aluminum heads or blocks, dry sump systems, floating brakes, aftermarket brake recirculation systems, external oil pumps, multi-coil or crank fired ignition, on board data gathering or timing devices, ABS units, traction control devices. Any car found with any of these items will lose all points and payout to date and equipment may be confiscated.

### **Inspectors and Officials**

Speedway Management will provide experienced race officials to conduct all events. Their decisions are based on experience and fair play to all participants and their decisions and penalties for violations are final. Rules and regulations, if not covered specifically herein, shall be interpreted by the officials. If your home track allows something not covered in these rules, other than weight, bring your home track rule book and bring item to attention of inspectors, or call ahead. Your car must meet all rules of your home track. No mixing of track rules allowed. Safety of all concerned will be of the greatest importance at all times. The rules here are in an abbreviated form, and items not listed here are not necessarily legal, so if not sure contact the inspector. No driver or members of his crew are to be by another driver's car while it is being inspected. Violation of this could result in penalties or disqualification at inspector's discretion.

Cars inspected are not determined safe for racing. Drivers must determine if the car they will compete in is safe for racing. These rules and regulations do not hold the inspectors or track officials and management responsible for safety and construction of any car.

***Slight updates or changes may be added in near future if necessary.***

For more information or any questions, contact:

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