

I-25 Speedway 2017 SUPER LATE MODEL Rules



GENERAL SUPER LATE MODEL RULES: Revised 4.2.17

1. No equipment on a racecar will be considered as having been approved due to having passed through inspection "unobserved". If this rulebook does not specifically state that a change, modification or addition is legal, then a competitor must consider that change, modification or addition as illegal. If a question arises about the legality of a change, modification or addition that is not covered in this rulebook, the question must be answered by I-25 Speedway in writing, and that decision is final.
2. **Registration:** Super Late Model drivers must turn in a fully paid and completed current year Registration Form with properly assigned car number and pit stall, as well as a current W-9 form prior to competing in any event. (Including but not limited to qualifying races.) Every effort will be made to assign the driver with the pit stall they requested, but I-25 Speedway reserves the right to move any car to another pit of equal construction (when permissible) at any time. Any car not in their assigned pit spot will be fined \$50. There will be no duplicate numbers and/or letters used.
3. **Check policy:** A returned check fee of \$50. will e payable in cash prior to competing in any event. Re-issue of lost checks will cost the driver \$25.
4. **BEFORE** you race, ALL required forms are to be filled out, NO forms, NO checks. (Racing without said forms is Forfeiture of that wks check-NO tolerance) (revised 1.29.17)

FUEL CELL/SYSTEM:

1 Only track fuel is allowed, NO methanol, NO E85. The use of any additive, nitrous oxide, fuel injection, nitro methane or any substance that can be mixed with water or otherwise causes oxidation is NOT allowed.

1.1 Fuel pumps must be of the mechanical type and mounted in the stock engine location. The use of an electrical fuel pump is allowed, but must be hardwired into an oil pressure switch so that the pump shall not operate unless the motor is running.

1.2 All fuel lines passing near the driver's compartment must be of a steel or steel braided construction.

1.3 Fuel cells equipped with an internal bladder and foam is the only approved fuel tanks allowed.

1.4 Fuel cells must be constructed of at least 22-gauge steel, securely mounted between the frame rails. Fuel cells must be contained and supported by three (3) tubes one (1) inch by one (1) inch on the bottom and secured on the top with a rack made of one (1) inch by one (1) inch 0.065" thick steel tubing. A rack must consist of two (2) tubes lengthwise and two (2) tubes crosswise equally spaced along the top of the container. A reinforcement plate of not less than 1/8" magnetic steel installed front and rear of the fuel cell is mandatory.

1.5 Fuel filler may be of the dry-break type or filler cap bolted on the left quarter panel or on the top and located to the left as possible.

1.6 Fuel cells must have a positive vent equipped with a rollover valve.

1.7 Fuel filters must be of metal construction. NO glass or plastic filters permitted.

1.8 Fuel cell is to be mounted NO LESS than 9" from the ground. (NOT including frame.)

ROLL CAGE:

2 All frames must be constructed entirely of magnetic steel with no holes permitted unless a stock steel stub is used and must only be those holes as originally produced by the manufacturer.

2.1 Offset chassis are permitted as long as the required 58% left side weight is not exceeded.

2.2 ALL welds must be complete and produced in a professional manner.

2.3 Only one spring and one shock absorber per wheel is permitted.

2.4 A 4" minimum ground clearance, without driver, is required as measured from the bottom of the frame.

2.5 Car may not exceed the maximum allowable tread width of 66", front and rear, measured at the center of the tire; zero toe-in, at spindle height. Wheel base 101" min.

2.6 All cars should have a basic and typical roll cage configuration as outlined in NASCAR Late Model Division Rules.

- All roll bars must be made from round magnetic steel seamless tubing 1 3/4" by 0.095" with minimum wall thickness meeting ASTM A-519 specifications. Electric resistance welded tubing, aluminum and/or other soft metals will NOT be permitted. Roll bars and intersections must be welded according to ASTM specifications for the material being welded. The roll cage must be acceptable to I-25 Speedway Officials.

2.7 All roll bars within the driver's reach must be padded with hi-density padding acceptable to I-25 Speedway Officials.

2.8 A minimum of four (4) side bars are required on driver's side of the car and two bars required on passenger side. Driver's side door must be plated with minimum 1/8" steel. Minimum size plate must be 24" x 32" or smaller. Plates may be welded into gaps of the door bars.

2.9 Bumpers must be constructed of steel and completely enclosed within the confines of the body, both front and rear. Protrusions of any kind are not permitted.

2.10 All cars are required to have front and rear tow hooks easily accessible (i.e., under hood or rear deck lid).

SAFETY:

3 **MANDATORY NECK SUPPORT:** ALL drivers are required to wear and utilize a neck safety support system at any time while on the racetrack. A "Hutchens" device, "HANS" or equivalent support that properly attaches to the driver's helmet is mandatory. High-density foam "horse collars" or equivalent, are not considered a sufficient support device. All neck supports are subject to approval by Tech officials. The head and neck restraint device/system, when connected, should conform to the manufacturer's mounting instructions, and should be configured, maintained and used in accordance with the manufacturer's instructions. It is the responsibility of the driver, not I-25 Speedway, to insure that his/her device/system is correctly installed, maintained and properly used.

FIRE CONTROL:

3.1 It is mandatory that each car has a built-in Halon 1211 or equivalent "on-board" fire extinguisher system with an operable pressure gauge and must not be of the dry powder type. The fire extinguisher must be securely mounted.

3.2 It is recommended that at all times, while the car is being refueled or while fuel is being transported, a fire extinguisher be within a crew members reach.

3.3 At minimum, one nozzle must be directed towards the driver.

SEATS:

3.4 Seats must be constructed of aluminum with a headrest and mounted solidly to the roll cage with a minimum of six (6) 3/8" grade 5 bolts. The use of fiberglass type seat is NOT allowed. It is recommended that a right and left side head brace be mounted to the seat.

3.5 SEAT BELT/HARNESSES: Nylon safety belts and harnesses are required. Lap belts must be at least 3" in width. Shoulder harness must be at least 2" in width. An "anti-submarine" or fifth belt is required. All belts and harness apparatus must have the manufacturers date tag attached and dated from approximate time of purchase. Maximum usage is three (3) years. It is highly recommended that any manufacturer's tags that pass under any adjuster be removed and kept for technical inspection. All belts must be installed in a manner so as not to contact sharp objects and must not have knots, twists or tears in the installation. Attached below, all seat belts must be bolted solidly to the roll cage with approved eyelets designed for this purpose. Seatbelt that are contaminated by oils, greases, or fuels are NOT allowed. There cannot be any holes, tears or fraying of any belt.

DOOR SAFETY NETS:

3.6 Driver's window nets must be constructed of no less than a 3/4" webbing with at least a 3,000 rating and securely attached at the bottom with a quick release latch at the top. Nets are required at any time the car is on the racing surface. (MUST FIT TIGHT.) An inner net (J8 net) on this driver's side is recommended.

ELECTRICAL:

3.7 Only a point type, single or dual, electronic system is permitted. All ignition systems are subject to approval by officials. Ignition amplifier boxes and RPM limiters that are analog only, which DO NOT contain programmable, computerized, or memory circuits will be permitted. NO computerized systems are allowed. NO crank trigger ignition systems allowed. NO ignition system equipment to wiring may be located in the driver's side door area. All ignition system equipment must be securely mounted outside of the driver's reach. All wires from ignition amplifier box to distributor must be visible with NO open connections. Each car must have primary ignition system components and may have optional backup ignition system components. The backup ignition system components must be disconnected from the primary system components using primary/backup switch(es).

3.8 The ignition systems may consist of an ignition amplifier box, coil, distributor pickup and optional rev limiter (internal/external). Rev limiting devices must be approved by officials and be attached and wired to the ignition amplifier boxes in a visible manner.

3.9 All cars must be self-starting.

3.10 Batteries must be located outside of the driver's compartment and be securely mounted.

3.11 Master kill switches must be mounted and clearly marked in an area that can be reached from the outside of the car. It is recommended that the switch be mounted towards the center of the dash.

3.12 Alternators may be mounted in any location outside the driver's compartment.

3.13 Cars and drivers are not permitted to carry on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices or digital read-out gauges at any time.

BODY:

4 All bodies must be U.S. produced and retain a "stock" appearance. NO wedge style bodies allowed. Minimum roof height is 47", measured 10" back of windshield.

4.1 Rear quarter panel height: LEFT 33 1/2" RIGHT 34 1/2" to 35 1/2"

4.2 The interior area of the car must be completely enclosed from front to rear with firewalls made of 22-gauge aluminum or steel. The floor area on the left side shall be no lower than the bottom of the frame rail. All interior panels may be welded or securely fastened with appropriate rivets. The foot box area and area directly behind the driver must be constructed of at least 22-gauge magnetic steel material.

4.3 All cars must have complete bodies, hoods, fenders, nose and bumper covers in top quality condition at the start of the racing season. No holes in any part of the car are allowed unless specifically mandated and addressed in the rules. Holes for grill opening and brake ducts are allowed in the front bumper area.

4.4 Full Lexan windshield and rear windows are mandatory with a minimum thickness of 1/8". "Yellowing," due to aging or window tinting is NOT permitted. Windows must be clear with an unobstructed view.

4.5 A minimum of three (3) front and two (2) rear internal metal braces to contact the glass area is required to prevent any "blow-in" and "blow-out".

- Must have front window braces from window to dash.
- Must have rear window braces from center of window to interior.

4.6 Right side windows are NOT permitted. Quarter windows are mandatory and may contain NACA style air ducts as needed for additional driver cooling.

4.7 Vent windows are 8" maximum.

SPOILERS:

4.8 Spoilers must be attached to the rear deck lid or bumper area only. Four (4) braces from spoiler to rear cover, from cover to chassis. 1/2" rod, maximum height is 6 1/2" with the top portion being 3 1/2" of 1/4" clear Lexan. Width must NOT exceed 60 inches. Minimum spoiler angle is 70-90 degrees +/- 2 degrees. No wickers.

4.9 Spoilers cannot be adjustable from the driver's compartment.

4.10 "Rudders" are NOT permitted. All braces must be mounted to the backside of the spoiler only.

HOODS:

4.11 Hoods must be secured at the front and rear by no less than four (4) quick release hood pins.

4.12 Hoods must extend from fender to fender to produce an effective seal.

4.13 The hood must extend from the front top of the bumper cover and have no gap at the windshield in the rear as practical.

4.14 "Scoops" or allowing air to enter the hood from the front is NOT allowed. A hole 2 1/2" wide by 20" long may be added within 2" of the window.

4.15 A maximum 4" rearward facing hood scoop is permitted for clearance. Opening must be reduced to 2 1/2" wide but 20" long at the rear edge of the scoop.

CHASSIS, SUSPENSION and STEERING:

5 Super Late Models are open to eligible 1996 through 2013 models of American Made passenger car production models. The following are examples of approved models eligible for competition:

- A. Chevrolet 1996-2013 Monte Carlo, Lumina
- B. Dodge 2001-2005 Intrepid
- C. Dodge 2005-2013 Charger
- D. Ford 1998-2005 Taurus
- E. Ford 2007 Fusion
- F. Pontiac 1996-2007 Grand Prix

(Any other models must be submitted to I-25 Speedway Tech officials for approval.)

5.1 Minimum weight, with driver: 2900 pounds - before any event.

5.2 ASA/Crate engines - Minimum weight, with driver: 2700 pounds - before any event.

5.3 Maximum left side weight: 58% of the cars total weight with driver.

5.4 Fuel injected car must weigh 2800 pounds with 58% left side weight.

5.5 In the event that cars must be weighed after a race, only water in the radiator, oil in the engine and fuel in the fuel cell may be added. Wheels and tires must NOT be changed.

5.6 All added ballast must be securely bolted to the frame or securely bolted within a weight box. Dislodged weight will NOT be permitted to be returned to the car for weighing after the

race. All weights must be painted white with car number painted in black on the weight. All decisions on weight placement will be inspected by the Tech officials for safety.

5.7 CONTROL DEVICES:

- Any control device within the drivers' reach or extended reach is NOT permitted. A control device in any form whether mechanical, hydraulic, electrical, electronic or any combination which can be used to adjust weight distribution, weight percentages, roll centers, cross weight, ride height, or traction is NOT permitted and cannot be installed anywhere within the drivers reach to include on sway bars, jbars, panhard bars, shocks, springs, control arms or any other related suspension items.
- The only allowable control is a brake bias adjuster that allows front to rear or vice-versa adjustment.
- Only external mechanical tire pressure bleeders are also allowed.

ENGINE:

6 Any cast iron block with no cubic inch displacement limit allowed without penalty.

6.1 All drain plugs must be safety wired. Engines must be naturally aspirated.

6.2 Any cast iron or aluminum cylinder heads permitted with the exception that GM type engines must have a valve angle no less than 20 degrees as measured from the crankshaft centerline.

6.3 18 degree heads are legal.

CRANK HEIGHT:

6.4 A minimum of 10" from ground to the centerline of the crankshaft is mandatory.

6.4 ASA SEALED ENGINES: Chevrolet part # 88958604

6.5 FORD SEALED ENGINES: Contact race operations.

6.6 DODGE SEALED ENGINES: Contact race operations.

6.7 Engine setback of no more than 2" behind the upper ball joint, as measured from the center of the forward most spark plug hole is allowed. Ford and Chrysler is 3"

6.8 Electronic switching devices or sensors will NOT be permitted on the harmonic balancer, crankshaft or flywheel.

6.9 It is highly recommended that all engines be equipped with an SFI approved harmonic balancer for safety purposes.

CARBURETORS:

6.10 All Super Late Models must be equipped with one Holley #6895 or #80507 four-barrel 390cfm carburetor or one I-25 Speedway legal Holley #4412 500cfm two-barrel carburetor.

6.11 ASA SEALED ENGINES: Holley 650cfm 4150 HP carburetor, Chevrolet part # 003-0805411, "box-stock" is mandated.

6.12 CNS SPEC ENGINES: Demon 650cfm part # 2282010-OT stock or Holley 750 HP non-billet carburetor. 1-11/26 Butterfly; 1-3/8 Venturi.

6.13 ALL CARBURETORS MUST PASS I-25 SPEEDWAY TECH GAUGES.

6.14 All carburetors will be inspected prior to the starts of any event. Random inspections may occur at any time without malice.

6.15 Reshaping, polishing, grinding, or drilling of additional holes in the carburetor or intake manifold will NOT be permitted. All gaskets must be complete and in place.

6.16 The choke and choke horn may be removed.

6.17 Booster type must not be changed. Size or shape must not be altered. Height and location of the boosters must remain as manufactured. All boosters must maintain an outside diameter as manufactured.

6.18 Venturi area must not be altered or reaped in any manner. The casting ring must not be removed. The Venturi location must remain as manufactured.

6.19 Alterations, that in the judgement of the Tech officials, were made to allow additional air to be picked up below the opening of the Venturi will not be permitted.

6.20 Base plates may not be altered in size or shape.

6.21 Stock butterflies must not be reshaped or thinned. Idle holes may be drilled in butterflies. Screw ends may be cut even with the shafts, but the screw heads must remain standard.

6.22 Throttle shafts must remain standard and must not be thinned or cut in any manner.

6.23 Accelerator pump discharge nozzle must remain in the original manufactured position.

6.24 Milling of metering blocks is NOT permitted.

6.25 The use of a positive throttle stop, so as not to cause an over-center of the butterflies resulting in a stuck throttle, IS required. Throttle stops must be of the approved type and mounted to the carburetor. It is suggested that boosters be safely wired in place SO as not to cause a stuck throttle in the event of breakage.

6.26 Recommended THROTTLE STOPS:

- BSR #6493 Primary (Mandatory) BSR Products contact info — (704)547-0901
- CV #1182 Secondary (recommended) CV Products contact info — 1-800-448-1223

6.27 Mopar motors using W8 and W9 cylinder heads must use Holley model #4150 390cfm carb only. NO HP carburetors allowed.

6.28 ALL carburetors must be sealed with an I-25 Speedway inspection seal after inspection. Please cross-drill the right front carb stud and the right front intake manifold bolt to facilitate seal.

RADIATOR:

6.29 Radiators must be mounted in front of the engine. Overflow catch cans must have a capacity of not less than 1-1/2 gallon capacity. Antifreeze (ethylene glycol) is NOT allowed.

TRANSMISSION and REAR ENDS:

7 All stock/OEM type clutches must have a 1/4" 360-degree scatter shield installed. NO carbon or carbon fiber clutches allowed.

7.1 2, 3 or 4-speed transmission allowed with a minimum of 1:23 gear ratio on first, second and third gear and a 1:1 gear ratio for fourth gear.

7.2 All transmissions must have at least two operable forward gears and one reverse gear installed.

7.3 Transmission coolers are allowed.

7.4 DRIVE SHAFTS: Drive shafts must have two 360-degree safety loops installed; one on each end. Drive shafts must be painted white with the cars number printed on the outside, at least 2" high.

7.5 Two adjacent bolts on the rear cover must be cross-drilled to facilitate I-25 Speedway inspection seal.

7.6 BRAKES: NO carbon fiber brake components allowed.

EXHAUST:

8 All cars are recommended to have operable mufflers at all tracks. A muffler with a rating of no less than 103 decibel rating is recommended.

TIRES and WHEELS:

9 Wheels must be steel and be manufactured for racing purposes. The use of stock automobile wheels is prohibited. Maximum wheel width is 10". Minimum wheel stud diameter is 5/8", no gun drilled studs.

9.1 Must run track tire by I-25 Speedway. Tires must be purchased from I-25 Speedway. ALL purchases must have serial numbers logged. Failure to do so will result in penalties/disqualifications.

9.2 Rule change no limit to tire purchase per event

9.3 Tires will be marked before qualifying and will be required to be raced in all events for that particular evening. Tampering will result in penalties/disqualification. If flat tires occur, competitor will be allowed to change damaged tire with approval of Tech official.

9.4 NO TIRE SOFTENERS — Fines/Penalties will result.

RADIOS:

10 Two-way communication radios are required. Positive communication must be maintained between the car and a spotter crew member. An area will also be reserved in the pit grandstands for one crew chief and crew member with radio communications to his/her driver during all practice, qualifying, trophy dash/heat race, and main events. All race teams are required to submit a race radio frequency used in association with their team. Any frequency change must be submitted to the Pit Steward prior to racing events.

10.1 Radios must be of two-way voice communication type only. Radios must be independent of the cars electrical system. Only ONE radio is permitted per car.

10.2 Spotters are responsible for ensuring that positive two-way communications are established at the start of each race.

10.3 Spotters must only advise the driver of situations as they occur on the track. At NO TIME will a spotter make determinations for the driver. The driver is solely responsible for the manner in which they drive and what method they employ. **DO NOT DRIVE THE CAR FOR THE DRIVER.**

10.4 Spotters must report to I-25 Speedway Officials in the spotters stand before they occupy a position and have their car number displayed on the outside of their clothing. Contrasting tape/number combinations may be used.

10.5 Driving in an inconsistent manner with a loss of communications may subject the driver to a black flag.

10.6 Only ONE spotter per car is permitted.

10.7 A spotter may leave the spotter's area during an event only when his/her car is disabled and leaves the track. The spotter must notify the pit shack official if the car will not return.

10.8 Spotters must always follow the directions and suggestions of Track Officials at all times. Objectionable conduct such as but not limited to, arguing with or shouting at officials, will not be tolerated and will subject the driver to being black flagged.