

2010 Late Model Rules

Areas highlighted in red are changes for 2010

Late Model: Any North American car 1980 to present. No jeeps, station wagons, compact cars, trucks, four wheel drive vehicles or convertibles.

FRAMES:

A.) Any North American manufactured full steel frame reaching from the front sub frame through the rear bumper supports with a minimum eight (8) inch circumference.

B.) Tube Frame Option: The wheelbase of all cars should be constructed of a minimum of 1 ¾-inch round tubing and should have a wall thickness of .083" minimum. All tube frame cars should use 4130 Chrome Moly Steel in construction of frame.

No aluminum frames or clips.

Minimum wheelbase is 103 inches, with a 1" tolerance. TO MEASURE DISTANCE; Add the left side and the right side, and divide by 2.

The wheelbase of all cars must be constructed of 2" x 2" minimum rectangle or square tubing with a minimum of eight (8) inch circumference and a minimum of .083" wall thickness.

Roll cage - Cars must have suitable roll cage in the driver's compartment including headrest; all reinforced with gusset plates at welds and all well padded with substantial padding material. Side roll bars are compulsory and must extend into the door panels. A minimum of three (3) bars on the left side and two (2) bars on the right side must be used. A minimum of 1 ½-inch diameter with a wall thickness of .083" or equivalent is required. Roll cage must be welded to frame section.

Bumpers and rub rails - Cars must have securely fastened front and rear bumpers or equivalent. Additional bracing of bumpers is permitted but should not extend more than six (6) inches above stock bumpers. Hook eyelets on the front are mandatory for rapid track removal. If rub rails are utilized, they must be flush with body contours.

Rear suspension may be altered to accommodate quick-change or racing rear ends.

No torsion bar systems allowed.

No electronic computer controlled devices of any kind.

Driver operated weight jacks or adjustable shocks ARE NOT allowed by the driver from inside the cockpit. No adjustments from inside the cockpit are permitted.

Any type shock absorber including coil-over is acceptable.

Safety hubs are required.

Sway bars may be added.

The right front hub and spindle must be of type to meet the demands of oval track racing.

Steering must be mounted to the front frame and strengthened throughout.

Rack and pinion steering permitted.

No center steering permitted.

No straight front axle cars.

Tow hooks are mandatory on racecars.

WEIGHT RULE:

Total weight of car and driver may not be less than 2,200 pounds or more than 2,800 pounds. Weigh-in to be after any event or qualifying. Weight to be measured as car comes off the track in the condition that it took the checkered flag. Any added weight must be securely fastened. Weight measured by Selinsgrove Speedway scales. Any car in the top 5 of any event, or any other car directed by speedway officials, that does not go directly to the scales first before the car stops with the crew and/or at the trailer will be disqualified and scored last for that event. Any car required to be weighed at the completion of any event that does not meet the minimum weight requirements will be disqualified and scored behind all other cars that were on the track at the end of the event. The number of cars required to be weighed for any event may be changed by track officials and teams will be notified.

ENGINES:

Limited to one (1) carburetor not to exceed four (4) barrels.

No fuel injection devices, turbo chargers or blowers permitted.

Engines must be factory produced and naturally aspirated.

Magnetos are permitted; however, engines MUST be equipped with operating self-starter.

The engine may be set back a maximum of six (6) inches from the center of ball joint to front of the number one spark plug.

Engines limited to one (1) spark plug and two (2) valves per cylinder.

CLUTCH & TRANSMISSION:

Any transmission with a working reverse and forward gears.

Automatic transmissions allowed.

No direct drive or in-out boxes permitted.

Transmission must be mounted to rear of engine and only one (1) drive shaft allowed.

Cars must be equipped with an operational clutch.

Special construction all-steel bell housings permitted.

Any type flywheel may be used.

Flywheel must have starter ring in working order.

Quick-change rear ends allowed.

No electronic or computerized traction control devices permitted.

Approved scatter shields are required and must provide covering of the entire (360 degrees) bell housing if using stock type clutches.

A driveline sling is mandatory and must be located within twelve (12) inches of front u-joint.

Drive Shaft must be painted a bright color.

No open tube rears.

TIRES:

Hoosier Racing Tire On All 4 Corners

FRONT:

28.5/11-15 AB 1300 or harder

28.5/11-15 Rib 1300 or harder

LEFT REAR:

11/86-15 LCB 1300 or harder

11/88-15 LCB 1300 or harder

RIGHT REAR:

29/11-15 1300 or harder

29/11-15 Rib 1300 or harder

Drivers may continue to use the old numerical system tires of D15 or harder for all corners.

Right Rear, 29/11-15 1300 or Harder

Right Rear, 29/11-15 Rib 1300 or Harder

There is no regulation on how soft a tire can be.

Drivers will be given two laps to change a flat tire (one flat per car, per feature). Does not apply to

heats.

WHEELS:

No "knock-off" type wheels allowed.

Steel, aluminum, carbon fiber or plastic wheels are permitted.

Track approved wheel covers allowed.

Cars must be equipped with operational four-wheel hydraulic brakes.

No carbon fiber, aluminum or titanium brake rotors or brake pads allowed.

Maximum fourteen (14) inch wheel width.

FUEL SYSTEM:

An approved fuel cell is mandatory.

The fuel cell must be securely mounted behind rear-end with a firewall between cell and driver's compartment. Vent must be BELOW bottom of cell. Cell MUST be protected in rear in event of collision.

No pressurized fuel systems.

Gasoline or alcohol must be used.

NO nitrous-type or oxygen enhancement additives permitted.

BODIES:

Cars must have a complete stock appearing body including windshield post.

Body line must be a smooth, even line from front to rear.

WEDGE BODIES WILL NOT BE PERMITTED.

Quarter panels should remain in a manner that does not take away from the appearance of the car.

No fins or raised lips of any kind permitted anywhere the entire length of the racecar.

Carburetor clearance allowed as long as it is neat in appearance.

Floorboards and firewall must cover driver's area and must be constructed to provide maximum safety to the driver.

Driver's seat must remain in same general area as original.

Area to right of driver must be designed in a manner that driver has ample room to escape in any event.

All windows must remain open unless noted in sketch.

No wings allowed on any part of the racecar.

Neatly painted 18" high numbers are required on both sides.

No batteries may be located in driver's compartment.

No belly pans or any type of enclosure on bottom of car is permitted. Skid plate to protect oil pan is permitted.

No fender skirts.

One, two or three-piece front nose permitted in 1998. Stock nosepieces: Two-piece nose must be fastened together in center.

No spacers to gain width permitted.

Stock nosepiece can extend a maximum of 52" from center of front hub to farthest point extending forward.

Front fender flairs must be made of plastic and cannot alter original shape of nosepiece. Front fender flairs cannot extend beyond front tire track width with wheels pointed straight and must have collapsible support (no steel supports).

No material can be removed from stock nosepiece. No cutting from bottom, top or sides.

Adding to the bottom of nosepiece at frontal area to achieve lower ground clearance is now allowed.

Minimum heights for stock nose pieces:

Early Camaro/Firebird 20"
Grand Prix 20"

'94-'96 Camaro/Firebird 18"
Avenger 19"
Monte Carlo 20"
Daytona 23"
Lumina 21"
Mustang 20"
Cutlass 21"
Probe 19"
Regal 20"
T-Bird 20"

Front Fenders and Hood must be level and flat from left and right side. Fenders cannot gain height from rear to front of car. No part of fenders or hood can be below outside body line.

A full hood is required at all times.

Roof line must remain in level or stock position and window openings must remain close to stock.

Roof must be a minimum of 45" height from ground.

Roof Dimensions: Roof Width Roof Length

Buick Regal 50" 55"

Early Camaro/Firebird 48" 41"

'94-'96 Camaro/Firebird 49" 41"

Lumina 50" 55"

Monte Carlo 50" 51"

Avenger 52" 50"

Daytona 46" 51"

Mustang 48" 43"

Probe 48" 50"

T-Bird 50" 54"

Cutlass 50" 55"

Grand Prix 50" 51"

Rear spoiler material maximum eight (8) inch height measured from deck to tip of material.

Maximum spoiler width 72".

Rear spoiler cannot be suspended above deck to create wing effect.

Rear spoiler must begin where quarter panels end. No extended decks.

RADIOS/TRANSPONDERS:

No radios (one way or two way) or other means of electronic communications between the driver and anyone other than track officials is permitted.

All drivers are required to use a receiver capable of receiving frequency 454.000 for one way communications from track officials.

Late Models are required to use transponders. Rental units are available from the speedway.

SAFETY EQUIPMENT:

High back seats are mandatory.

Full face helmet and visor, SA2000 Standard Snell approved or newer is mandatory. SA2005 Standard Snell approved or newer is suggested.

Driving Uniforms are mandatory. It is suggested they be flame retardant and a minimum of two layers.

Racing Shoes are mandatory. It is suggested they be flame retardant racing shoes.

Gloves are mandatory. It is suggested they be flame retardant racing gloves.

Front windshield protection is mandatory. It is suggested to be a minimum .090 screening.

Kill switch within reach of driver is mandatory.

10" minimum vertical opening on right side of cockpit is mandatory.

Driver side window net is mandatory. (must be closed while on track)

Minimum 3 inch wide seat belts, mounted to frame with bolts or looped over frame tubes, belts traveling through bottom of seat are mandatory and minimum 3 inch wide shoulder harness, double over shoulder, military shoulder straps with anti-sub crotch belts, harness to go over a horizontal tube located no less than 3 inches below the top of the driver's shoulders are mandatory. It is suggested all these belts be less than 2 years old.

Other Suggested Safety Equipment:

Knee pads or padding around steering.

Flame retardant underwear.

Flame retardant head sock.

Flame retardant foot socks.

Neck collars.

Headrest padding.

Right side head net or support with quick release capabilities.

Arm restraints.

Head and Neck Restraint System (HANS, Hutchens, D-Cell or other brand)

Fuel shut-off valve within reach of driver.

Securely mounted fire extinguisher within reach of driver.