2019 LATE MODEL RULES

Also read the 2019 Rules of Competition. Rules effective January 1, 2019. Rules subject to change.

OVERALL

A. **CHASSIS** – The front clip can be a factory clip or can be fully fabricated with tubing at a minimum thickness of .090". All other parts of the chassis can be fully fabricated but must be made of structural steel tubing.
B. **WEIGHT** – Car must weight a minimum of 2,450 pounds with driver before entering the track.
C. **WHEELBASE** – Must be a minimum of 100".
D. **DRIVERS** – Must wear a clearly-labeled helmet that meets or exceeds the 2010 SA Snell or SFI 31.2 standards. Must wear a long-sleeved fire-resistant racecar uniform and gloves. Driver must also make use of an approved neck collar or Hans-style safety device.
E. **CAR NUMBER** – Available numbers are 0 thru 99. Duplicate numbers may be available with prior approval by adding letter. Cars visiting from out of town will be allowed to use their car number. A number must be officially registered for before being assigned and used. Numbers must appear on both front doors and on the roof. Numbers must contrast in color (light vs dark) from car color.
F. **TECH** – Car must go thru inspection at its first visit to the track. It must go thru tech before each feature and any single-car qualifying session.

DRIVE TRAIN

A. **ENGINE** – The engine can have a maximum 8" set back. The lateral (side to side) location of the engine, measured from the cylinder heads, must be centered between the upper ball joints and the front clip side rails within one inch. The height is to be minimum of 10" off the ground measured off the crank
B. **OPEN ITEMS** – Heads, intake manifold, exhaust manifolds, transmission, differential, clutch, and flywheel.
C. **TRACTION CONTROL** – No traction control allowed
D. **CARBURETOR** – Can use any model. The throttle linkage must have two fail-safe return springs on the throttle shaft that provides enough pressure to return the throttle to a closed position in case of linkage failure. The throttle linkage must be constructed from rod. No cable linkages. A throttle "comeback" enabler is mandatory.
E. **OIL FILTERS/COOLERS** – May be moved to locations outside the engine but must be mounted in the engine area between the frame rails.
F. **RADIATOR** – Must be in front of the engine and the fan must be shrouded at the top to prevent injury. An overflow tank must be mounted securely near the radiator with the overflow hose from the radiator emptying into the can. The radiator cap must be a safety, pressure-release type. No antifreeze.
G. **FUEL** – No alcohol or nitrous fuel allowed, only pump gasoline with no fuel additives or oxygen-bearing agents.
H. **EXHAUST** – Exhaust noise created cannot exceed 105dB.
I. **STARTER/BATTERY** – Car must be capable of starting the engine without assistance before each race. The battery must be mounted in front of the rear axle between the frame rails and be covered or separated from the driver by a firewall. The battery must be securely mounted in a position that will prevent it from being dislodged in a crash and avoid the leaking of acid on the driver if the car is inverted. The positive battery cable must be insulated and protected well-especially at any points it goes through the firewalls or other metal parts. Battery cables must be separated from fuel lines in their routes to the engine compartment.
J. **DRIVE SHAFT** – Must be a white, one piece, open, at least 3" in diameter. The drive shaft is to be encircled by two 360-degree steel straps (minimum 1 1/2" wide by 1/4" thick). These straps must be mounted securely enough to prevent the front of the drive shaft from falling onto the ground or flailing into the driver's compartment.
K. **FUEL CELL** – A racing fuel cell must be used with 22-gallon maximum. It must be enclosed in a steel can and inside of a 1 1/2" tubing cage. A 1/8" steel plate or 1/4" aluminum plate is mandatory on the rear side on the fuel cell.

INTERIOR

A. **TUBING** – All parts of the cage must be built of 1 1/2" round, minimum .095" wall steel tubing.
B. **ROLL CAGE** – Main section must begin with a 4-point cage. The roll cage must be completely welded with no gaps. Key stress points must have steel gusset plates for reinforcement.

INTERIOR (Continued)

C. **DOOR BARS** – There must be 4 equally spaced horizontally mounted door bars on the driver's side and a minimum of 3 door bars on the passenger side. The driver's side must be curved outward as far left as possible and covered by a 1/8" steel plate. Side door bars must be connected by at least 3 equally spaced vertical bars. This includes connecting the bottom bar to the frame. The passenger side door bars can be curved or straight.
D. **FOOT BARS** – Must be curved outward horizontal bars to protect the driver's legs/feet and be covered by a 1/8" steel plate.
E. **ADDITIONAL BARS** – A diagonal bar will go from top to bottom of the rear vertical hoop behind the driver. A bar connecting the left and right of the vertical hoop at seat height must be welded to the diagonal bar. A bar must connect the legs of the rear hoop at their base or it is recommended than an X connects the left and right frame rails at the points the front legs and rear hoop are connected. There must be a bar installed across the dash area connecting the left roll cage leg to the right roll cage leg. Any additional front and rear support bars for safety are welcome and recommended.
F. **SEAT** – Driver's seat must be racing type seat. The seat must be at least 8 inches from any door bar and mounted in front of the rear hoop of the roll cage and inside the left frame rail or frame rail extension. The frame rail extension must be constructed from the same material as the frame rail and it must extend at least from the front left roll cage post to the left rear hoop upright. If the seat does not extend up behind the driver's head, a steel plate of at least 8"x8" must be welded to the roll cage directly behind the driver's head and covered by at least 2 inches of padding. From the racing seat to the right side of the chassis, nothing should interfere with a driver's ability to exit the right side of the car or to be extricated.

EXTERIOR

A. **BODY** – The overall design is open to creativity with limitations detailed below. The design should not prohibit the operation of the car mechanically and safely. This includes the sightlines for the driver and the sightlines of the other competitors. The body must be mounted smoothly with no protrusions on the exterior surface. Body panels must be securely fastened to prevent loosening or loss on the racetrack.
B. **WINDSHIELD** – The car must have a windshield and vertical steel bars covering the front of the driver. The recommended size goes from top to bottom of the front opening and from the windshield post to the center of the car. At least 3 solid steel rods of at least 1/2" diameter must be welded to the roll cage in front of the driver's head. The bars may be no more than 5" apart. The windshield must provide a minimum 12" vertical opening.
C. **ROOF** – A roof is required and is for appearance purposes, not for aerodynamics. Roof is to be of streetcar appearing type or flat with slight continuous angle upward. No curved or aero-foil roofs or skateboard ramp roofs. No roof wings added or a part of the roof.
D. **HOOD** – The hood must cover the entire engine compartment including the radiator and be securely mounted. A hood scoop covering the air cleaner is allowed if the scoop does not obscure the driver's view. The hood must be closed in the rear to separate the engine compartment from the driver's compartment. No car can compete under any conditions without a hood.
E. **REAR SPOILER** – The rear spoiler can be a maximum of 41" from the ground and mounted solidly.
F. **WINGS** – Sideboard wings can be a maximum of 60" from the ground and cannot extend past any part of the driver compartment.
G. **FRONT BUMPER** – Maximum width is not to exceed the center of the front tires.
H. **REAR BUMBER** – Maximum width is not to exceed the outside of the rear tires. A fuel cell protection hoop must be welded beneath the rear bumper
I. **RUB RAILS** – Must be mounted as close to the body as possible and both ends curved in.
J. **SHARP EDGES** – There shall be no sharp edges on bumpers and rub rails All should be capped and rounded where ever possible.
K. **SUSPENSION** – Any may be used with safety being #1 goal.
L. **BRAKES** – Car must have operating brakes on all 4 wheels. Driver compartment brake adjusters are welcome.
M. **WHEELS** – Maximum 10" wheels are allowed.
N. **TIRES** – All competitors must use the designated Speedrome spec tire sold only at the track. No products used for chemically altering tires allowed on the Speedrome property. Violators will be penalized.