

2023 Late Model Figure 8 Rules

Division Presented by



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- A. The chassis must be fully fabricated but must be made of structural steel tubing. The front clip can be a factory clip or can be fully fabricated with tubing at a minimum thickness of .090". No full factory/streetcar frames.
- B. Car must weight a minimum of 2,450 pounds race ready with the driver before entering onto the track.
- C. The wheelbase must be a minimum of 100".
- D. 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
- E. Non-regulated items include suspension, heads, intake, exhaust manifolds, brakes, transmission, differential, clutch, & flywheel.
- F. No traction control devices/systems
- G. Can use any model carburetor. 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 linkage must be constructed from rod (no cable). A throttle "comeback" enabler is mandatory.
- H. Oil filters/coolers may be moved to locations outside the engine but must remain in the engine area between the frame rails.
- I. 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.
- J. Fuel must be pump gasoline with no fuel additives or oxygen-bearing agents. No alcohol or nitrous fuel.
- K. Exhaust noise created cannot exceed 105dB.
- L. 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.
- M. The driveshaft must be a white, one piece, open, at least 3" in diameter. The driveshaft is to be encircled by two 360-degree steel hoops (min. 1 1/2" wide by 1/4" thick). These must be mounted securely enough to prevent the front of the drive shaft from falling onto the ground or flailing into the driver's area.
- N. 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.
- O. All parts of the cage must be built of 1 1/2" round, minimum .095" wall steel tubing. Main cage section must begin with a 4-point cage. Roll cage must be completely welded with no gaps. Key stress points must have steel gussets for reinforcement.
- P. 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/straight.
- Q. Foot bars must be curved outward horizontal bars to protect the driver's legs/feet and be covered by a 1/8" steel plate.
- R. Additional bars include 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 that 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 support bars for safety are welcome.

- S. 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.
- T. The overall body 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.
- U. 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.
- V. 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 skateboard ramp or ping-pong table roofs. No roof wings added or a part of the roof.
- W. 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.

- X. The rear spoiler can be a maximum of 41" from the ground.
- Y. Sideboard wings can be a maximum of 60" from the ground and cannot extend past any part of the driver compartment.
- Z. Front bumper max. width is not to exceed the center of the tires.
- AA. Rear bumper max. width is not to exceed the outside of the tires. A lower fuel cell protection hoop is mandatory.
- BB. Rub rails must be mounted as close to the body as possible and both ends curved in. No sharp edges on any bumpers/rub rails.
- CC. Maximum 10" wheels are allowed.
- DD. All competitors must use the Speedrome spec tire sold only at the track.
- EE. TIRE GUIDELINES – Continuing are the buying limits for new tires, NO SOAKING, and tire impound. All of this means a smaller tire budget. Maximum 2 new tires for most events. 4 new tires for the Wayne Arnold, Spring Shootout, Jake's 150, and 1-Hour. You won't get outspent by other competitors or get overcharged by the track. Speedrome does NOT make money on race tires. New tires CAN now be purchased, mounted, and placed in impound during the week of an event. Tire treating is STILL NOT ALLOWED. First offense will result in disqualification, fines, and suspension. Second offense will include all the above plus an indefinite suspension from all events and classes. We can check/test tires at any time.